

Minnesota Transportation Museum

MINNEGAZETTE

May/June 1986

Please Read This

Roundhouse Still Needs Your Help!

Member pledges for the **Jackson Street Roundhouse** recently have averaged about \$2,000 per week, and totalled **\$280,510 as of April 30th**. That surely is a respectable sum. However, before calling the Roundhouse fund drive a howling success, consider this: **Only 19 percent of Museum members have contributed**. That is good, but not good enough.

When the big donors parcel out their bounty, they consider not only how much money the Museum has raised, but also how broadly the membership is willing to support the project. When not quite one member in five cares enough to help, it cannot be said that the membership is in support. Unless that ratio improves quickly and substantially, the chance of enlisting major foundation grants could be in jeopardy.

Believe it: the amount of your pledge is less important than the fact that you have pledged. It means a lot, whether you pledge five, ten or twenty dollars, or several hundred or several thousand dollars. Whatever amount you pledge proves that you care enough about MTM's Roundhouse to help pay for it with your hard-earned money. That is what counts, and that is what major donors want to see before they offer their hard-earned money.

Is the Roundhouse project more than just a pipe dream? Can it really succeed? No one was more skeptical about it than your Editor, who argued that contribu-

tions in six, much less seven figures could not be raised for such a project in today's financial climate. Today, contributions are well into the six figures and still growing. Respected, serious-minded people from all over the region are putting in long hours and finding encouragement. Jackson Street is not a pipe dream. With members' support, it can succeed and become a wonderful asset to the community.

The Roundhouse Committee is organizing a telephone bank. Volunteers will be calling their fellow Museum members to ask for pledges. A pledge from each and every MTM member is the goal, in whatever amount the member feels he or she can afford. Please welcome your call, and be as generous as you can in your tax-deductible contribution.

Bill Graham
Editor

About The Cover

In 1895, open single-truck cars pass the second Lake Harriet pavilion, designed by Harry Jones and built by the Minneapolis Street Railway Company in 1891. **Peter Sussman** tells the story of the pavilions in the January/February, 1985, **Minnegazette**. On June 29, 1986, the **Minneapolis Parks & Recreation Board** will dedicate the fifth orchestra pavilion to stand on the site in 98 years. Below, Museum Car 265 decorates the new pavilion under construction in April, 1986. **F E Haynes Photo Courtesy of Minnesota Historical Society, Frank Rahn and Richard Everson.**

Next Membership Meeting

The next MTM general membership meeting will be held **May 27, 1986**, at **Jackson Street Roundhouse**, 193 Pennsylvania Avenue, St Paul. Please remember to **bring a lawn chair**, since the roundhouse as yet has no seating.

Good News and Bad News

The good news is that spring came early. The season's first track gang convened at Stillwater on March 22, plowing snow in Brown's Creek gorge to reach their work. Drifts still lay in the flower beds when the Traction Division began the annual clean-up and brush trimming. Dan Patch No 100 poked her nose out of the Transfer Roundhouse after a two-year snooze. The Museum's pride and joy, Doodlebug No 9735, was sand-blasted and painted on April 20, as crews spoke confidently about June operations at Stillwater. Steam engine 328 is getting new boiler tubes, and **George Isaacs** took the first ride on his diminutive and marvelously simple battery motor car. Car 78 had her side and roof lines straightened, and is feeling much better.

The bad news is that tourist railways appear headed for a collision with the underwriters of its liability insurance. The pieces still are falling out of the sky, with many more questions than answers. Corporations, governments and even obstetricians must now pay outlandish rates for diminishing protection. Even with excellent safety and claim records, it was inevitable that rail excursion operators would become a target in the underwriters' quest to limit their costs.

Calendar Of Events

The dates and locations of membership meetings have been finalized for 1986. Please note them in your calendar. Other events still are being scheduled. Events and their dates can change, so please watch this column.

May 27: Membership Meeting, 7:30 p.m., Jackson Street Roundhouse, 193 E Pennsylvania Ave., St Paul. **Bring Lawn Chair.**

July 19-20: Lumberjack Days, Stillwater. Doodlebug 9735 excursions over MTM railroad.

July 22: Membership Meeting, 7:30 p.m., Prudential Life Insurance Building, 3701 Wayzata Blvd., Minneapolis.

Aug 16: MTM Picnic, Locke Park, Fridley.

Sept 6-7: Soo Line/MTM excursion to Osceola, WI, with NP 328.

Sept 23: Membership Meeting, 7:30 p.m., National Guard Auditorium, Fort Snelling.

Nov 25: Annual Membership Meeting & Election of 1987 Officers, 7:30 p.m., Northwestern Life Insurance building, 20 Washington Ave., Minneapolis.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Bill Graham, Minnegazette
5818 Knox Avenue South
Minneapolis, MN 55419

MTM Financial Statement

March 31, 1986

Income Statement

	(Fund)	General	Railroad	Traction	Roundhouse
Income					
Income		\$11,274	\$ 462	\$ 1,065	\$ 17,123
Expenses		4,824	12,632	4,944	38,912
Net Income (Loss)		6,450	(12,169)	(3,879)	(21,789)

Statement Of Financial Position

Assets

Cash, Receivables, Inventory	10,051	1,267	2,925	(1,824)
Savings, Investments	5,986	3,354	20,598	8,708
Interfund Loans	6,720		11,981	
Property & Equipment (Net of Depreciation)		514,125	129,347	839,720
Total	22,758	518,747	164,853	846,604

Current Liabilities & Fund Balance

Accounts Payable	418	2,899	6,003	77
Notes Payable		15,000		961,506
Fund Balance	22,340	500,847	158,850	(114,978)
Total Liabilities & Fund Balance	22,758	518,747	164,853	846,604

Russell L Olson
Treasurer

The Museum faces other uncertainties in 1986. Redevelop plans for downtown Stillwater are building momentum, with unknown consequences for our railroad. The Jackson Street Roundhouse project has come a long way, but still is not out of the woods. We are short of funds, although the Board is prudently cautious in its spending.

As leaves sprout amidst uncertainty, MTM can have a good season in 1986. It will take careful thinking about the choices we face. With lots of team work and some luck, we can push the Roundhouse Fund over the top by Christmas time. Santa Claus only comes to good little kids.

Minnegazette Deadline

Please send articles and photos for the **July/August Minnegazette** to the Editor by June 5, 1986.

Museum Insurance Problems Mount

Mainline Excursions Jeopardized

U.S. and Canadian rail museums typically have carried \$3 to \$5 million in liability coverage for excursion operations in recent years, under a group policy negotiated between the **Tourist Railway Association (TRAIN)** and the **Lexington Insurance Group**. These amounts have equalled the limit of self-insurance which the railroads provide to themselves, so that the carriers have been fully protected against claims arising from the excursions.

Underwriters are likely to reduce the TRAIN liability limit to \$1 million as each museum's policy comes up for renewal in 1986, according to **Gene Shores**, manager of the program. MTM's current policy ends on September 1, and

our current \$5 million limit will apply until then. The new limit, however, would make it impossible for MTM and other museums to provide carriers with the necessary coverage at affordable rates under the TRAIN policy.

If MTM's liability coverage is reduced after September 1, or if common carriers are forced to increase their self-insurance before then, the Museum can expect to confine its operations to the Como-Harriet Streetcar Line and our Stillwater operating site. Since the lower TRAIN coverage also would apply to other rail museums, mainline excursions across the U.S. could all but disappear until affordable insurance can be found.

North Western Excursions Cancelled

The Chicago & North Western is renegotiating its own insurance program. As a result, the operation of **Streamline Excursions Inc** to Mankato on May 18 has been cancelled. At press time, Streamline Excursions was trying to arrange a substitute operation over the Minnesota Transfer on the same weekend. The **Lake Superior Museum's** May excursions to Itasca also are scratched, as are all MTM excursion operations over CNW in 1986, according to President **Gene Corbey**. Those planning to travel on these trains should check with the sponsoring organizations before published departure dates.

Member Protections

The Museum's current policy protects individual members and the Museum from public liability arising from activities which MTM officially sanctions. The amount of protection is the \$5 million limit of the current policy. It does not insure members's lives, health or income which might be lost in an accident involving MTM. Members must insure against such losses on their own. Prohibitive cost prevents MTM from providing members with health, life or income insurance.

"Safety First!"

The rail industry has bannered this slogan for decades, but it takes on a whole new meaning in today's liability insurance crisis. The best advice to members active in Museum programs is to **Be Safe and Don't Let Accidents Happen**, so that law suits do not arise. MTM and other rail museums across North America have an enviable safety

record. Premiums paid into the TRAIN insurance program far exceed claims against it. However, just one serious accident and law suit by any member museum could jeopardize everything the tourist railway movement in North America has accomplished. **Be safe and be sure others are safe.**

Public Relations Report

As the new VP - Public Relations, I have spent the first months learning about the Museum and meeting as many of you as I can. I find a fascinating group of people dedicated to historical preservation. Although a relative newcomer to the Museum, I have had trains and streetcars in my veins since I was small.

I want to discuss a new philosophy in this country, and how it applies to our Public Relations effort. Some have said that the 1970's were the "me generation." We seem to be shifting from that, through the "we generation" to what is known as the "team generation." This is more than a catchy phrase in a TV commercial. If the "team" concept catches on in this country, it could lead to higher Japanese unemployment. In MTM, a team orientation could produce a groundswell of involvement among members.

To create involvement, Museum management must make opportunities available to members. The next step is for the member to accept the opportunity and involve himself or herself. MTM also must welcome newcomers to our work, and also to our decision-making process.

The last few years have shown that MTM Public Relations needs greater involvement of members. Although several have worked very hard in it, the task of informing the community about our streetcar and railroad operations is more than a few can do. Those now working in Public Relations need help from other members who would like to help.

Specifically, the public relations effort is now centered in the Public Relations Committee, whose duties are the following:

Mike Buck	Audio-Visuals
Zola Hardwick	Railroad PR
Aaron Isaacs	Traction PR
Hudson Leighton	Railroad Operations
Cathy Norton	Railroad Bursar
Doris Voligny	Railroad Promotions



Bill Cordes and Mike Miller adjust CHSL overhead in the picnic glen.



These members are working on a variety of projects. This year we will try to produce a set of brochures for each of MTM's activities: Como-Harriet Streetcar Line, Railroad Division, Stillwater & St Paul Railroad, the Jackson Street Roundhouse, and perhaps the Minnehaha Depot. They will follow the same format and theme to show what the Museum has, and more important, what Museum members do.

There are many other projects that have not been done for lack of time and volunteers. Equipment rosters and photo albums, video tapes and re-issuing historical documents, all are marketing efforts we have not done for lack of people. These things require writing, photography, design work, telephoning and other varied activities.

The age of involvement and teamwork is coming upon us, and so this is an excellent time to get involved in Museum activities. There is much to do. If you have an interest in doing public relations work, please give me a call.

Ross Hammond
VP - Public Relations

Membership Report

Once again in MTM's 25-year span of progress and service to the public, membership has topped last year's record. As of April 21, we had 817 members in good standing, of whom 121 live outside Minnesota in 29 states, Ontario, Australia and Norway. A total of 33 Minnesota members live outside the Twin Cities metropolitan area, and 56 members have requested first class mailing of the **Minnegazette**.

Postcards were mailed on April 15 to 170 members who had not yet renewed their membership for 1986. Of these, 24 had responded by April 21.

Category	Metro	Total
Associate	134	207
Active	267	324
Family	261	285
Corporate	1	1
Total	663	817

The 1986 Membership Directory will be mailed with the **May-June Minnegazette**. Members who renew subsequent to the deadline will appear in the Directory supplement, normally issued in September.

If you change mailing address or phone number, please send in a post office address card or let me know immediately, so that we can correct our mailing label. Our third class mail is not automatically forwarded by the post office.

Many thanks to each 1985 member for your response, and I hope you will enjoy Museum trips and activities throughout the year.

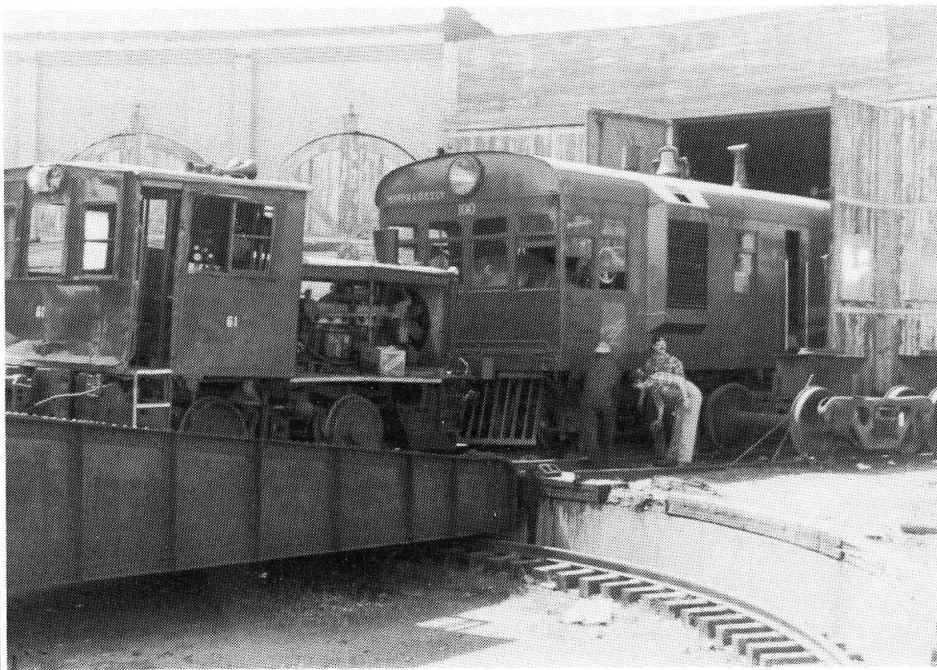
Raymond R Bensen Sr
Membership Secretary

MTM Joins Private Car Assn

Member **Ben Curry** has enrolled the Museum as an associate member in the **American Association of Private Railroad Car Owners, Inc.** Members of the group operate about 200 privately-owned passenger cars on Amtrak and excursion trains each year. Over 40 private cars are expected at the group's annual convention in Milwaukee, October 10-12. The Museum will receive a subscription to "Private Varnish" magazine, an excellent slick paper publication on the care and feeding of private cars. Thanks, Ben!



In April, 1986, former Milwaukee Road depot at Hastings, MN, still has an agent but Amtrak does not stop. Bob Ball Photo.



Museum's Plymouth switcher eases Dan Patch No 100 out of Minnesota Transfer Roundhouse in April, 1986, in preparation for service this summer. Bill Graham Photo.

Railroad Division Doings

We have committed Engine 328 to operate at the St Louis Park Centennial celebration, July 12-13, pending approval by the railroad. The Board approved the loan of funds from a member to buy new boiler tubes. The Federal Railroad Administration will inspect the engine after installation of the new tubes. If it fails the test, the engine might not run this year.

CB&Q doodlebug 9735 was sand-blasted on April 19-20, and primer was applied. Crews are working on the diesel engine. The side frames of the power truck will be rebuilt, and springs tested. Batteries and a new oil cooler are being installed.

The replacement air compressor installed in Dan Patch No 100 worked fine after some fine tuning. Journals were repacked, and questionable journal brasses were changed.

New Brighton Stockyard Days will be held June 21-22. We will send a train to Stillwater for Lumberjack Days on July 18 for the celebration on July 19-20. The Andersen Corporation picnic also will be on July 19, and we hope to have two trains in Stillwater for that weekend. Saturday, August 16, will be the **MTM Family Picnic at Locke Park in Fridley**. Our train will operate to the picnic over the Minnesota Transfer Railway from Raymond Avenue in St Paul. More information on all our runs and events will be published and sent out when possible.

Only 50 questionnaires have been returned as of April. Time is getting short to train crews before the National Transportation Week event on May 17. We hope to have a good turn out of people, so we will have some money at the end of the year. They say MTM is a non-profit organization, and the Railroad Division has lived up to that label.

Bernard Braun
VP - Railroad Division

Sunwood Inn Offers MTM Discounts

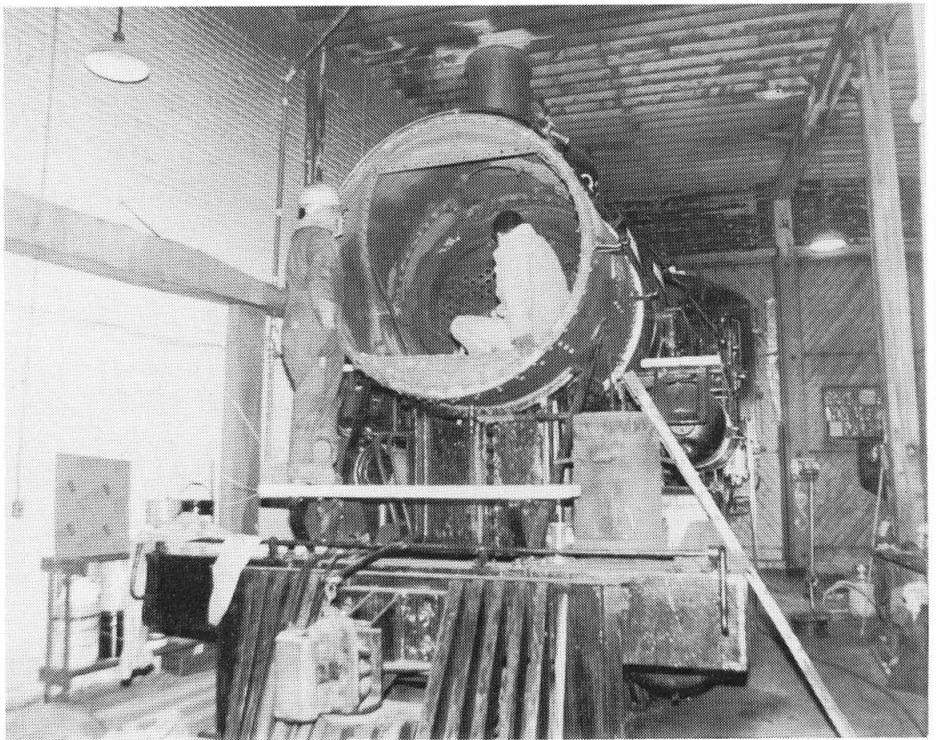
The Sunwood Inn is a new hotel nestled in the westerly building of Como Shops, now **Bandana Square** in St Paul's Midway. It offers a pool, sauna, valet service, complementary continental breakfast, and skyway access to the retail and restaurant complex in the easterly shop building across the transfer table. Bandana Square is on the **National Register of Historic Places**.

The hotel management is offering a discounted room rate to MTM members of \$40 per night, single or double occupancy, through January 1, 1987. Advanced reservations are required by phoning 647-1637. Members must show their Museum membership card to qualify for the discount. The Museum will not accept room billings.

ARM Convention At Arden

The **Association of Railway Museums'** 1986 convention will be held September 18-22 at the Arden Trolley Museum in Pittsburgh. The registration fee is \$98.00, and information is available from:

PRMA Inc.
c/o Ellen Fishburn
329C Grandview Avenue
Pittsburgh, PA 15211



Members remove boiler tubes from engine 328 at Minnesota Transfer Railway Roundhouse, St Paul, in March, 1986. Hudson Leighton Photo.

**Burlington
Route**



Inside Engine 328's firebox, Jeff Garry inspects rear flue sheet for cracks in April, 1986, to cure indigestion engine suffered in 1985.



Governor Rudy Perpich signs special legislation for MTM's land exchange. Present (L-R) are Bill Graham, Bill Campion, Rep. Fred Norton, Phil Martini, MTM President Gene Corbey, Rep. Connie Levi, Paul Swenson of Minnesota DNR, and Sen. Gary Laidig.



Mike Hanson sandblasts paint from CB&Q doodlebug 9735 at Minnesota Transfer Roundhouse, April, 1986. Bill Graham Photo.

Stillwater Land Exchange Delayed

Governor Rudy Perpich signed special legislation in April authorizing the Minnesota Department of Natural Resources to exchange land with the Museum at Duluth Junction in Grant Township. Sponsoring the legislation were Representatives **Connie Levi** and **Fred Norton** in the House, and Senator **Gary Laidig** in the Senate. Legal objections by members of the Attorney General's staff, however, delayed action by the State Land Review Board to approve the exchange, as the law requires. The Review Board may consider the matter at its June meeting.

The law is intended to eliminate public liability concerns at the intersection of MTM's railroad and the DNR's hiking trail. The concerns increase as the summer hiking season begins. The Museum and DNR are discussing how to manage liability at Duluth Junction until the provisions of the new law can be effected.

Traction Report

Volunteers Needed For Souvenir Sales

The Traction Division hopes to conduct souvenir sales at 42nd Street in 1986, rather than on board the car in service. This will shorten the layover time at Lakewood stop, permit more frequent trips, and cease to bore regular riders who have heard our "spiel" more often than they care to remember.

Until we can build a permanent waiting station at 42nd Street, we hope to spot the second car on the siding during operating hours to house movable displays and souvenir sales, and to give visitors an unhurried look at one of our cars. This will be especially helpful on weekends when loads are heavy.

The display car will require one additional volunteer beyond the normal three-person operating crew. Museum members are encouraged to volunteer for station duty, and regular operating crew members will be asked to volunteer when they are contacted for monthly scheduling. Please consider volunteering for station duty, to expedite service and make a more pleasant experience for our passengers.

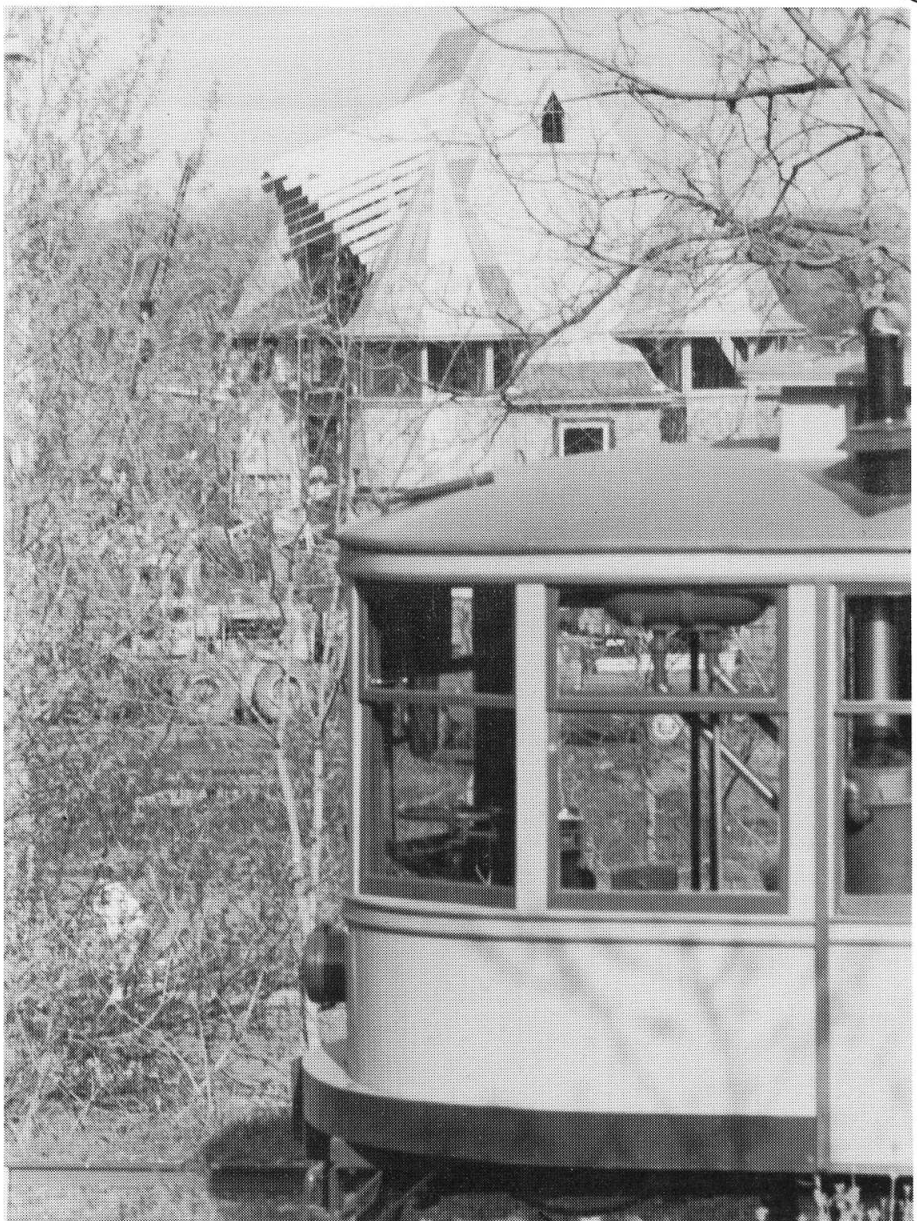
PCC Purchase Postponed

The **Regional Transportation Authority** of Cleveland, OH, has delayed sale of its former Twin City Lines PCC cars until 1987. It seems that problems with their new Breda light rail vehicles still are unresolved. The Museum remains in contact with RTA about our interest in purchasing two cars, as we have since 1977. We will bid on the cars when they come up for sale.

"Twin Cities To-Day" Reprinted

The Division for several years has wanted to re-issue part of the 1917 brochure "Twin Cities To-Day," published as a tourist guide by Twin City Lines. It would replace our "Big Island Park" brochure, offered to patrons as a souvenir since trolley operations began in 1971. The printing was delayed this winter, anticipating purchase of PCC cars. The delayed sale allows the expense of re-issuing the brochure this year.

The new brochure is a multi-page fold out in four colors with pictures and text



Museum car 265 passes new pavilion under construction. Bill Graham Photo.

on life in our cities 60 years ago. It will be reproduced from photographs of a clean original copy, like our "Big Island" brochure. With many good general interest stories, it also has handy visitor information on sight-seeing by streetcar. A paragraph will be inserted explaining the origin of the brochure and MTM's role in making it available to the public again.

This year, a new collection of five postcards will be offered to the public, consisting of reprinted cards first issued in the early 1900's. **Joel Hutchinson** and **Ken Fletcher** lent the original cards for this assortment, the third to be re-issued by the Museum.

Gene Hickey
VP - Traction Division



1300 Appears On Ginza

Member **Tim Layeux** points out a story in **Nation's Business Magazine** of September, 1984, about international franchising. A photo shows a Dairy Queen store in Tokyo, with all signs in Japanese. In the display window is a large poster showing happy children toting ice cream cones, and parading around a familiar yellow streetcar. Fare and hours of operation are not shown.



Mike Miller tries out smooth, silent power of new battery motor car.

New Speeder For CHSL

The new battery powered, electrically driven work speeder entered service on the Como-Harriet Streetcar Line on April 26. This small, quiet and slower work car will eliminate the need for volunteers to push work flats and the tower car to locations along the line.

The speeder was built from a 52-inch wheeled chassis supplied by the Railroad Division in exchange for the large, heavy and often cantankerous Fairmont car powered by a gasoline engine. The short length (it's as long as it is wide) permits convenient storage in the tool



Members John Dewitt, Larry Knott, Roy Harvey and Dave Boone raise rail joints on Museum streetcar line at Lake Calhoun, April 26, 1986. Bill Graham Photo.

shed with the work flats and other equipment.

The electric motor is a former blower motor from a passenger coach, donated by member **Bob Renz**. The motor is uni-directional, and was rewired to make it also run in reverse. It is connected to one axle by a double reduction system of a belt, pulleys and sprockets and a roller chain.

The power source is four 6-volt golf cart batteries bought through **Bill Cordes** at a very attractive price. Their capacity is enough for six to eight round trips (about 15 miles) over the line before recharging. The batteries can be re-connected by a double pole, double throw knife switch for slow running and recharging at 12-volt output, or for normal operation at 24-volt output.

The controller used is a modified electric vehicle charge-reverse-forward-off drum switch, salvaged from the discard bin of a local company. The controller permits slow (resister in series) and fast modes of operation in both forward and reverse directions, as well as an OFF position.

The body above the metal frame is made of plywood. Two vinyl covered seats will accommodate six riders including the operator. Front and rear metal railings prevent riders from losing their balance during the blazing acceleration and braking of the speeder. The body is painted in a yellow similar to the streetcars, actually from a can discarded by Burlington Northern during the move from Como Shops in 1981.

For warning purposes, the speeder is equipped with a musical two-toned Bermuda bell donated by **Bill Olsen**. The bell is complemented by the ding-dongs who designed, built and operate the new speeder.

George K Isaacs
Electric Speeder Builder

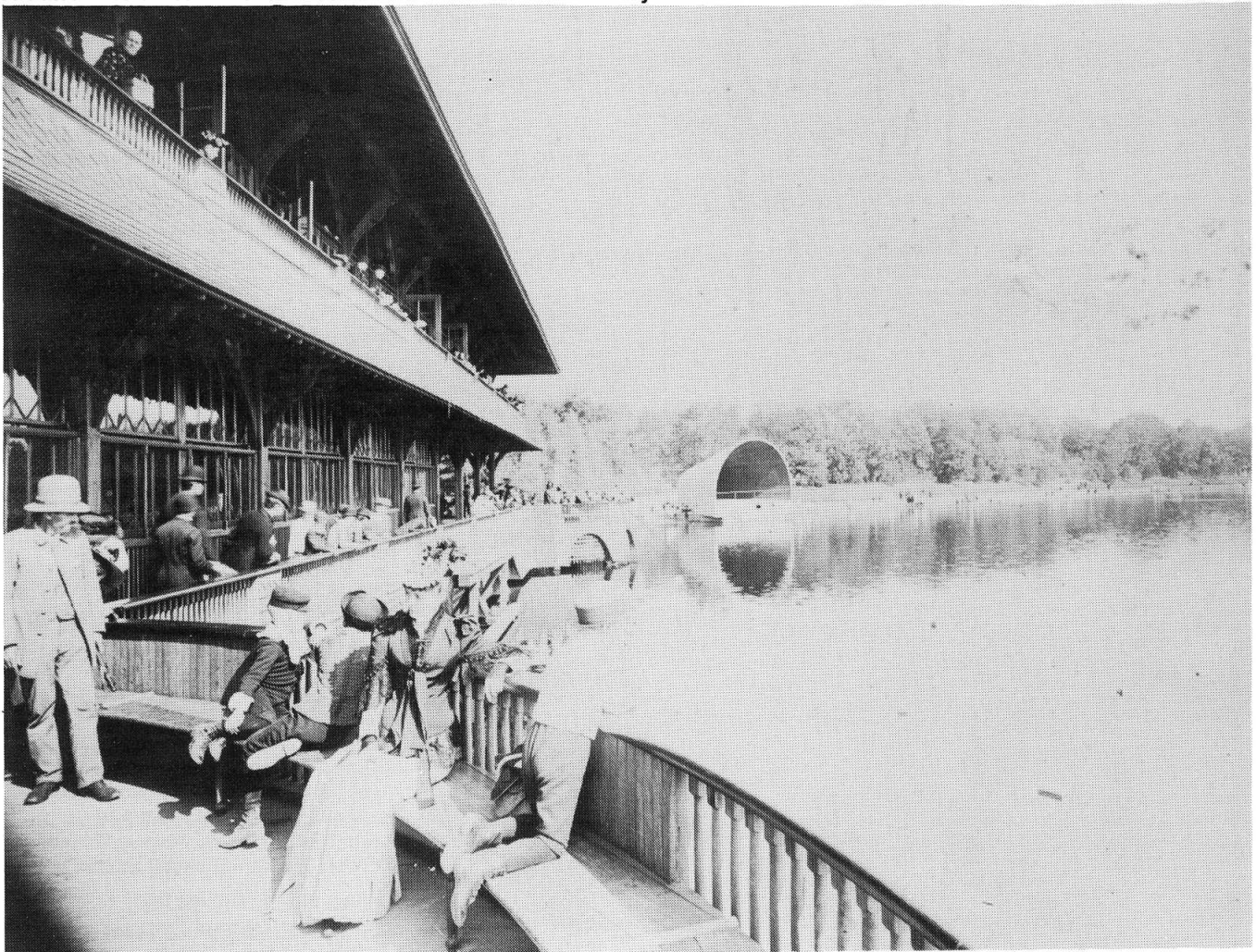
ELECTRIC RAILWAYS

Museum members still may take advantage of a reduced price for **ELECTRIC RAILWAYS OF MINNESOTA**, a 530 page hard-bound book on Minnesota trolley systems by **Russell L Olson**. For \$23.80 including tax and postage, the book can be in your reference library. It is a good buy on a great book.

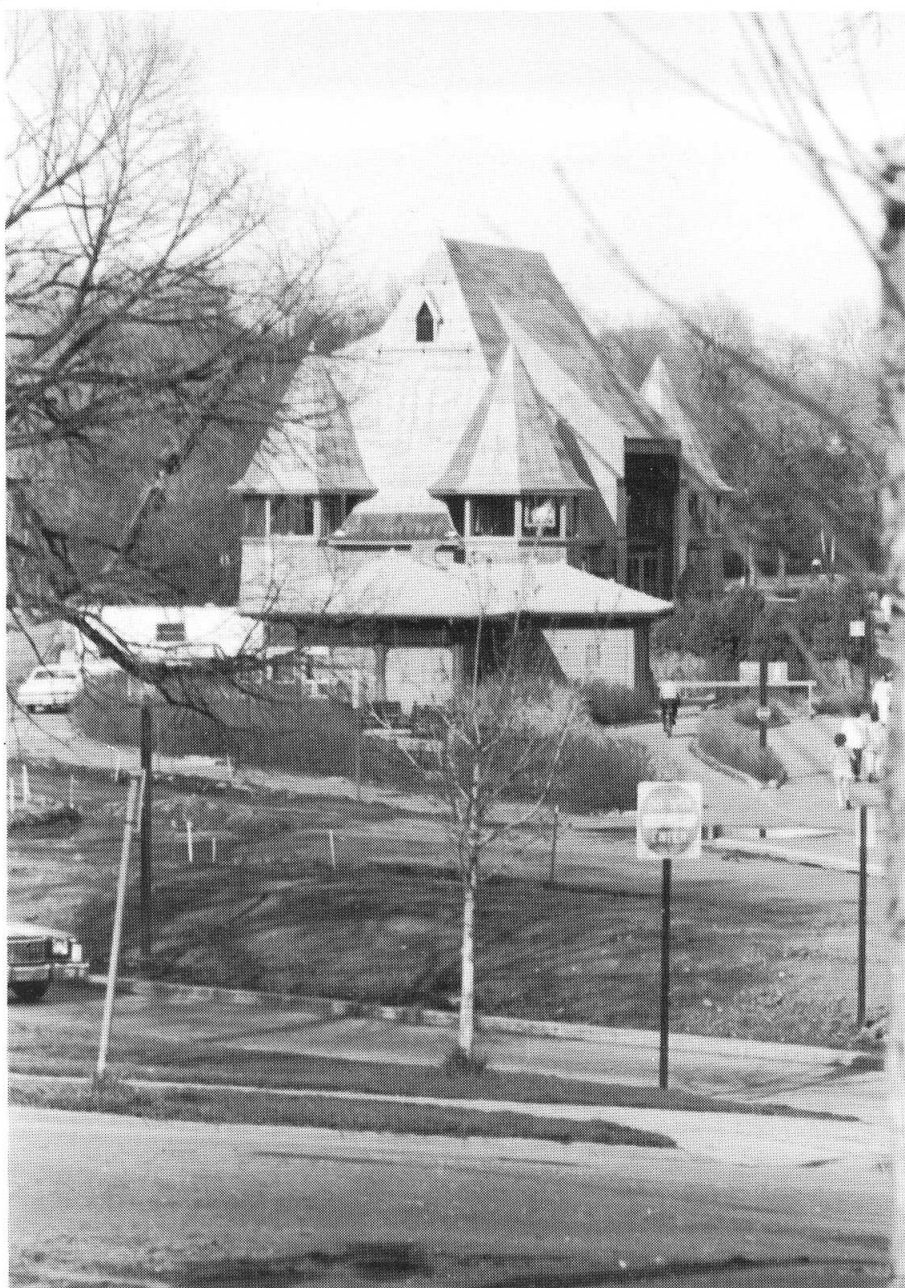
Send check for \$23.80, payable to Minnesota Transportation Museum, Inc., to: **George K Isaacs**
682 W Sextant Ave
St Paul, MN 55113



The second Lake Harriet pavilion of 1891 with its pagoda roof hosts crowds in this summer scene, apparently taken from the streetcar line embankment in 1895. Minnesota Historical Society Photo.



Uniform of the day is high button shoes and knickers for the kids, bowler hats and dress coats for their parents. Floating bandstand is drawn up on shore between evening performances in 1892. Minnesota Historical Society Photo.



Fifth Lake Harriet orchestra pavilion nears completion near 1929 refectory building in April, 1986. Bill Graham Photo.

New Bandstand To Open At Lake Harriet

Four bands will celebrate the opening of the new Lake Harriet orchestra pavilion on **June 29**. Music, ceremonies and notables will be on deck to give the new pavilion a rousing welcome. Mark the date on the callendar, bring an ample supply of sun tan oil and refreshments, and come early.

The programs are as follows:

12:30 Tom Burnett Band
2:00 Opening Ceremonies
3:45 Shirley Thompson
5:30 Shangoya

The Como-Harriet Streetcar Line has been part of the scene since the beginning, with eight decades of experience in concert traffic. The Museum will operate cars 1300 and 265 throughout opening day to carry the expected heavy loads. The cars will shuttle music lovers to the concerts from parking areas at Lake Calhoun. "Step to the rear of the car, folks, please! Let 'em on!"

The previous structure was meant to be temporary, after a tornado destroyed

the 1904 pavilion with its doric columns in 1925. It became a remarkably permanent "temporary," standing for three generations and far outlasting any of its three more elegant predecessors. Years took their toll on the building. Musicians complained of poor acoustics, lack of off-stage areas, and sheets of rain washing over their instruments. Commercial jets approaching Twin Cities Airport over the lake drowned out even the "Stars And Stripes Forever." Clearly a new pavilion was needed, though discussions continued for years about how to pay for it, where it should sit, and how it should be designed.

With memories of the picnic glen road controversy still fresh, the Parks Board formed a bandstand advisory committee in 1984. Museum member **Mike Buck** represented MTM on the committee. The group studied a several outdoor orchestra facilities around the country, and heard comments on design from musicians and the public. The group concluded that the site is too small for an large facility such as the early ones, due to the automobile traffic it would draw. They recommended careful attention to sound quality, off-stage space for performers, and positioning the building to partially compensate for the howl of passing aircraft.

With help from **Peter Sussman** and Parks Board planners, the committee reviewed designs of the other great pavilions at Lake Harriet: the 1888 structure wrapping around the lake shore with a connecting walkway to the motor line station; the 1891 two-story pagoda pavilion with its towering roof and lake-front promenade; and the "Grand Concert Pavilion" of 1904 with its doric columns, rooftop concert deck and Georgian orchestra gazebo. While limited funds and space could not support another grand pavilion, the committee wanted a measure of opulence and amenity worthy of Lake Harriet tradition.

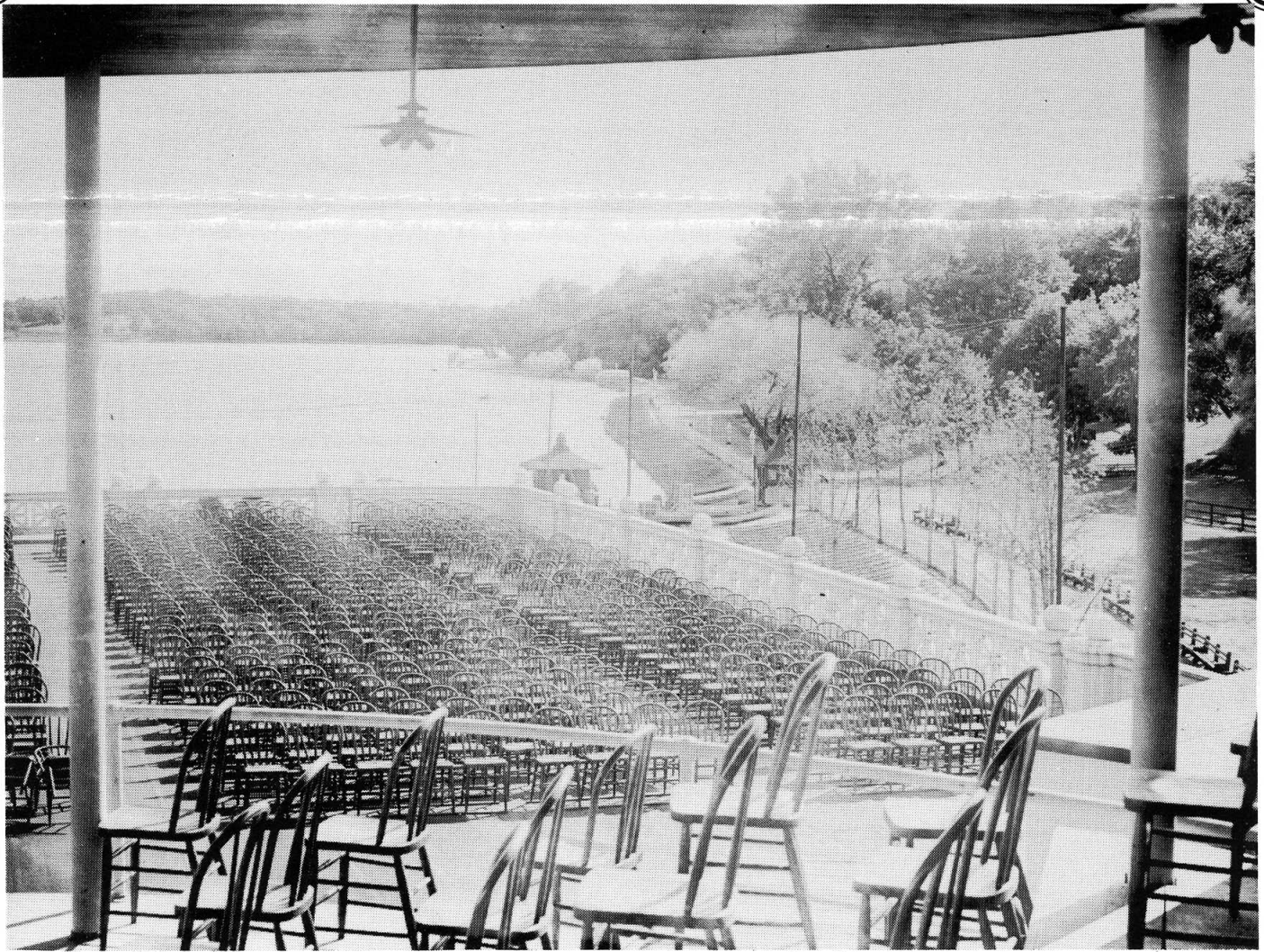
The new pavilion is reminiscent of Harry Jones' pagoda of 1891, though smaller and designed solely for performances. It does not answer the questions of better public lavatories and food service facilities, deferred to a later time. The building faces north, away from aircraft and prevailing summer winds. Audiences will face south, and behind the performers will be a huge window, though which spectators will be able to see the lake. An elegant curving arch frames the stage, turrets hark to an earlier time, and cedar shingles will cover the exterior.



Surreys, dog carts and Shetland ponies entertain kids at Lake Harriet Pavilion, 1895. Minnesota Historical Society Photo.



The third "Grand Pavilion" of 1904 was built over the lake on pilings. Shrubberty appears to be recently planted. Tents on roof-top concert deck anticipate rain.



Looking south along the western shore of Lake Harriet from the orchestra gazebo of the 1904 Grand Pavilion about 1905.



Twin City Lines waiting station at Lake Harriet at 42nd & Queen in Minneapolis built in 1900 where MTM passengers board today. Designed by noted architect Harry Jones, building lasted til 1939 as boat house. Museum plans a replica of this station on its original site. Minneapolis Journal Photo Courtesy of Minnesota Historical Society.





Lake Superior Museum saddletanker No 7 has her undercarriage repaired at Missabe's Proctor Shops. Engine is scheduled to run under her own steam from Proctor to IRONWORLD, USA at Chisholm in late May. Ironworld Photo.

Lake Superior Topics

LS&M Plans Operations

The **Lake Superior Transportation Club** will run excursions this summer on their **Lake Superior & Mississippi** tourist line in west Duluth. The line with its original corporate name was part of the first rail connection between St Paul and Duluth, opened in 1870. The ride is 4.7 miles of fabulous scenery along the shore of Spirit Lake, estuary of the St Louis River at the head of Lake Superior.

Operations will begin on Saturday & Sunday of July 4 weekend (not on the 4th itself) and continue every other weekend through August. The terminus is just off trunk highway 23 at the west end of the West Duluth business district.

Wayne Olsen reports that the record high level of Lake Superior has caused the St Louis River to back up. Club members are repairing several wash-outs along the LS&M.

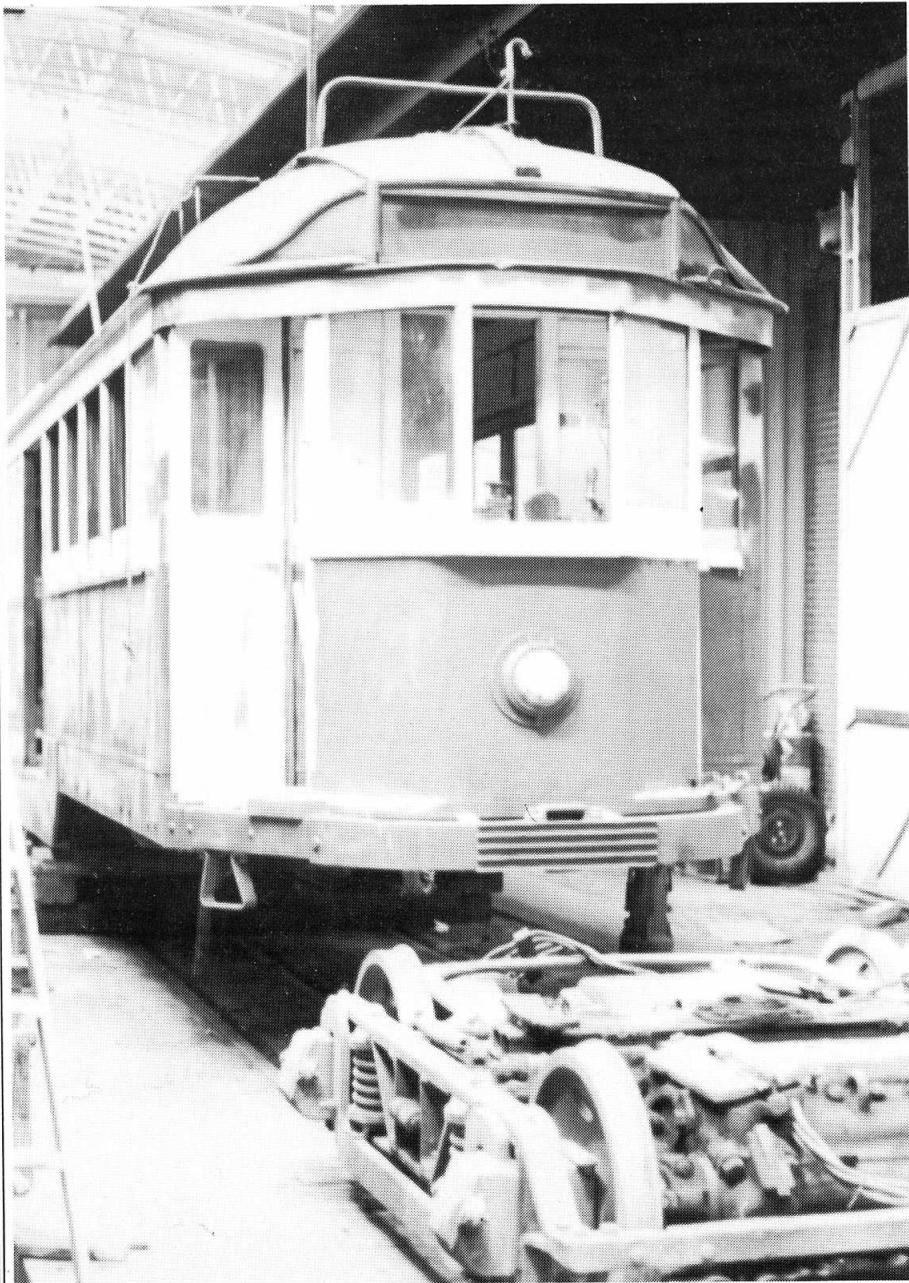
LSMT Seeks Two Harbors Line

The **Lake Superior Museum of Transportation** will discuss acquisition of the Missabe's Duluth-Two Harbors line with representatives of U.S. Steel Corporation this spring. The Museum hopes to take advantage of the line's scenic splendors as a tourist railway, and also to carry lumber to the chip board plant in Duluth. The St Louis County Board is considering formation of a regional railroad authority this fall for the purpose of acquiring the line. The Museum would operate the rail-

road, perhaps under a lease-purchase arrangement with the new authority.

Passenger trains would need a direct route through Missabe's Two Harbors yard to the two-story brick depot, now open as the Lake County museum. The direct route was removed when Duluth-Ely RDC car service ended in 1961. Trains now must switch-back through the yard, mingling with ore trains.

The Minnesota Department of Transportation has purchased the line from the Duluth Depot to the London Road overpass near 26th Avenue E. Track was removed from the Depot to Fitger's Brewery to make way for highway and parking ramp construction. MnDOT will reinstall track as far as the central heating plant near Lake Avenue for coal delivery. The Museum would need to replace about 1,700 feet from the heating plant to Fitger's.



First Melbourne car and trucks undergo restoration at Lake Superior Museum, April, 1986. Tom Gannon's crew also will restore second car when it arrives. Cars apparently were in revenue service Down Under til 1985.

Ironworld U.S.A. Readies For Visitors

A brand-new theme park on Minnesota's Iron Range, featuring a steam train, trolley cars and big bands? Incredible as it sounds, **Ironworld, U.S.A.** is where it is, near Chisholm just west of Virginia. The park will offer expanded historical and cultural exhibits, a spectacular tour of abandoned mine pits and a new amphitheater featuring big name entertainment. No less than 30 bands will perform at the International Polka Festival,

June 27-29. The official gala grand re-opening is set for July 3-6, with the **Minnesota Orchestra** and fire works on July 5.

Each weekend during July and August, the old mine pit will echo with music from the likes of Roger Williams, Doc Severinson, the Urban Cowboys, the Young Americans of Superbowl fame, and the melodious wails of a live steam engine.

Ironworld, U.S.A. is convenient to resorts in the Arrowhead, Grand Rapids, Brainerd, and North Shore areas. It is a short drive from the Boundary Waters Canoe Area, Voyageurs National Park, Giant's Ridge Ski Area and an easy drive from the Twin Cities. Nearby is the Soudan Mine State Park, where iron mining began and where visitors can descend 2,300 feet underground to ride an electric mine railroad. The hope of **Ironworld** is to help diversify the Iron Range economy, by drawing visitors to one of Minnesota's most scenic and interesting regions.

Sponsoring the project is Minnesota's **Department of Iron Range Resources**, which opened the Iron Range Interpretative Center in 1977. Exhibits described geology and iron mining techniques. An ethnic arts center and research library documented European immigration to the Range in the early 1900's. An oral history project recorded memories of early settlers in the area, raising new interest in the rich diversity of the Range.

From the beginning, a master plan called for expanded exhibits and a convention center. In 1983, the original museum was closed for renovation, while construction began on a new amphitheater and reception building. A new energy center was finished to experiment with peat and wood chip fuels and to heat the complex. A science center is planned to be built later on top of the energy center.

An Eveleth developer has been selected to build a new 110-room hotel on the site, to open within two years. Following later will be an 18-hole golf course on the far side of the mine pit, which will be the deepest sand trap on the pro circuit. The hotel and golf course will be built without direct public subsidy.

The plan also calls for a future "old town," to replicate a typical Iron Range community of the 1910-1920 period. The town will be built at the edge of the mine pit as most were, on the opposite side from the museum and convention complex. A site was prepared to exhibit pieces of heavy mining equipment.

The mine pit is a rambling gorge several hundred feet deep and well over a mile long. Crimson red iron formations line the sides. Talus piles around the edges, now overgrown with pine and birch trees, have the horizon profile of a small mountain range. De-watering ended with mining in 1957, and a scenic lake is forming in the pit.

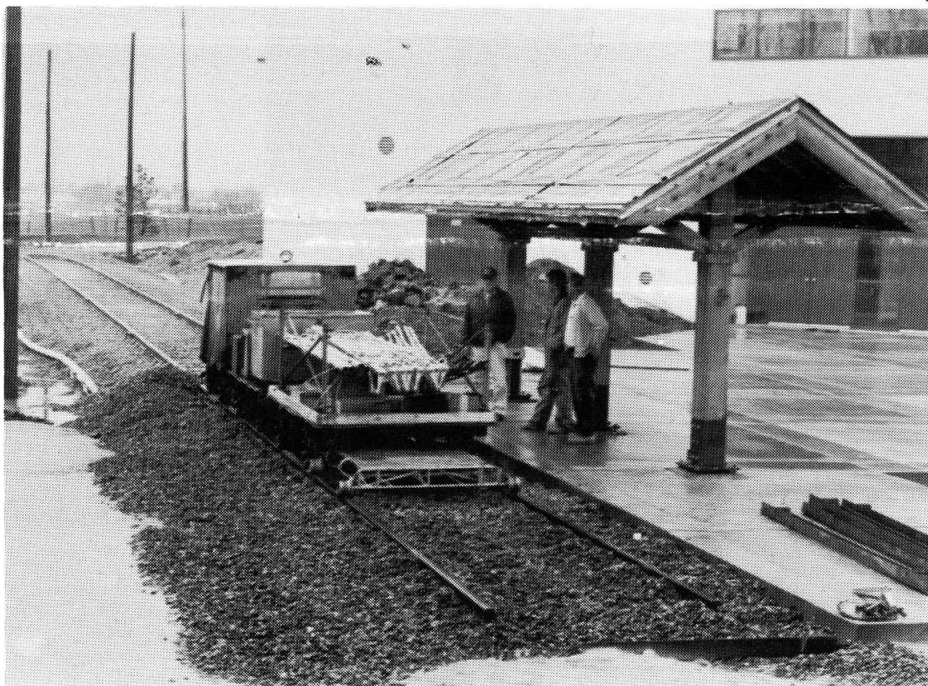
Distances became a barrier for visitors, as the complex began to encircle the pit. Since railroads were an historic aspect of mining, a new 2.3-mile line was laid out from the visitor center, around the west end of the pit to the future old town area and engine house on the opposite side. Passengers will see spectacular views of woodlands, the mine and its developing lake worthy of Colorado. In the future, the line will carry visitors between the Center and the old town area.

From the reception building on top of a high hill, the line descends a 6 percent grade along the highway to a transfer station near the pit. Streetcars will operate this part of the trip, since the climb is considered too steep for steam trains. On Fridays and weekends, the steam train will operate from the transfer station to the exhibit area, handing passengers back to the streetcars for the return to the Center. The cars will operate the entire route on weekdays.

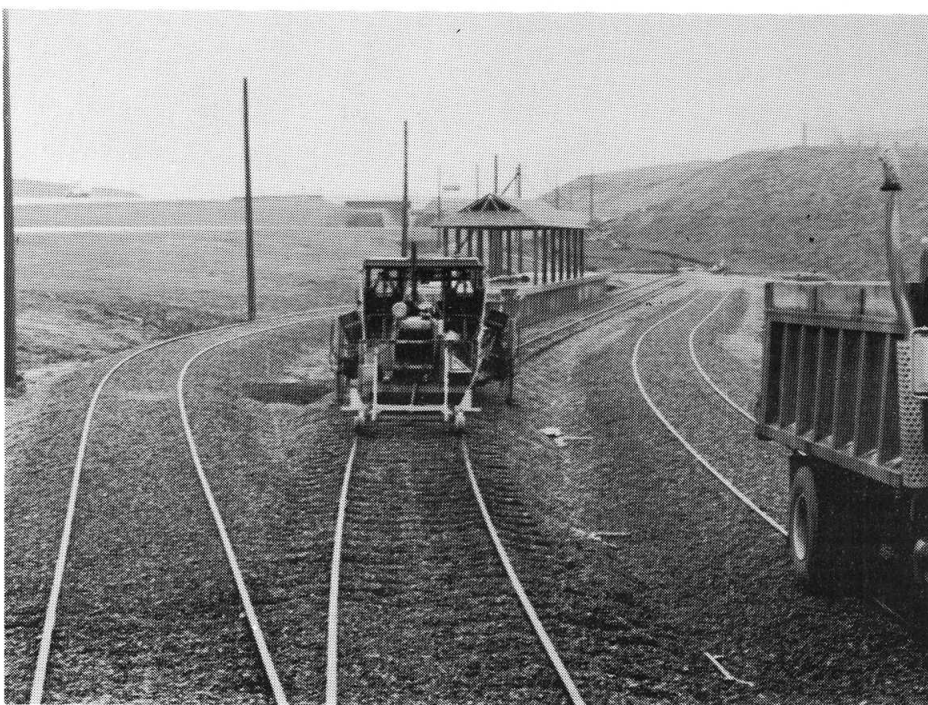
The railroad is laid with 90-pound rail on new ties and six inches of crushed granite. Ohio Brass is supplying electrification equipment. Platforms with waiting shelters of concrete and timber are placed at the Center, the transfer station, and at the engine house, and will be wheelchair-accessible. A turntable for the steam engine is provided at the transfer station. The new engine house of historic design measures 44 by 100 feet. It provides space for four pieces, with concrete floor, inspection pit, insulated walls and roof, infrared gas heat, workshop space and a small office. An outdoor storage track will hold steam passenger cars.

Two streetcars were bought from the Melbourne (Australia) transit agency, like those of Seattle's Waterfront Trolley. The first car arrived in Duluth late in 1985 for refurbishment by staff of the **Lake Superior Museum of Transportation**. It is scheduled for shipment to Chisholm on May 21, to undergo a month of shake-down operation and crew training. The second car will arrive from Australia this summer, and also will be refurbished at Duluth.

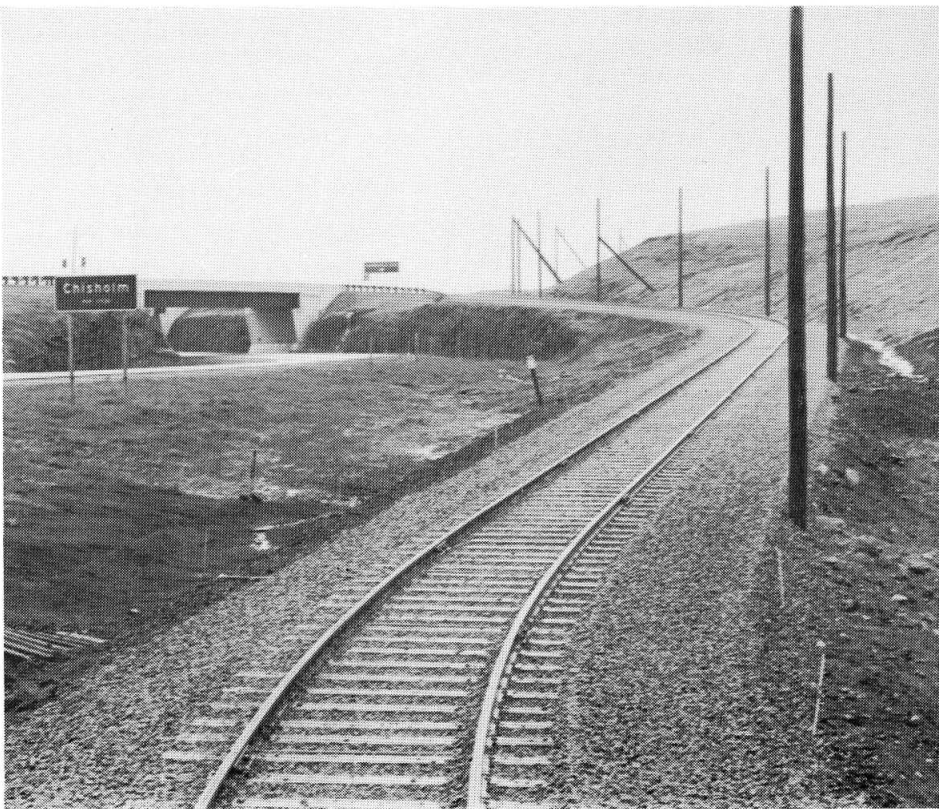
The Melbourne cars are an interesting hybrid of British and North American design. The two-man cars dating from about 1918 were built in Melbourne, measuring about 47 feet long with operator controls at both ends. Between the small operator's porches are three compartments: two at either end for seating and one in the center for seating and entry.



Wire train waits at Ironworld Reception Center car stop. Finished track will be electrified by late May.



Track work nears completion at transfer station.



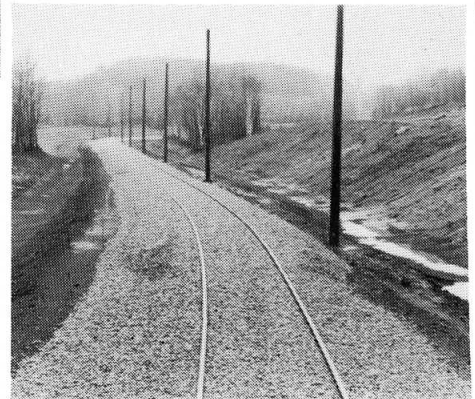
Newly finished track descends 6 percent grade from museum complex in April, 1986.



Near site of future "old town," line skirts abandoned mine. Museum complex is on far side of pit.

Intended for warm weather, they have open doorways and no provision for storm windows or heating. One car will be modified for comfortable operation during spring and fall at Chisholm. The cars use familiar "K" type controllers, four 40 hp motors mounted in Baldwin-like trucks, and graphite sliders for power collection. Melbourne's dark green paint will change to Duluth, Missabe & Iron Range (and University of Minnesota) maroon and yellow. The first car to arrive showed evidence of revenue service in Melbourne during 1985.

The **Lake Superior Museum** will send its 0-4-0 steam switcher and its ex-Air Force diesel locomotive to **Ironworld**. The DM&IR rebuilt the steam engine at Proctor Shops in 1980, and more repairs now are underway at Proctor. Current plans call for No 7 to arrive at Chisholm on her own steam and wheels in late May. Three passenger cars will accompany No 7, former Missabe boxcars extensively rebuilt by the **Lake Superior Museum**.

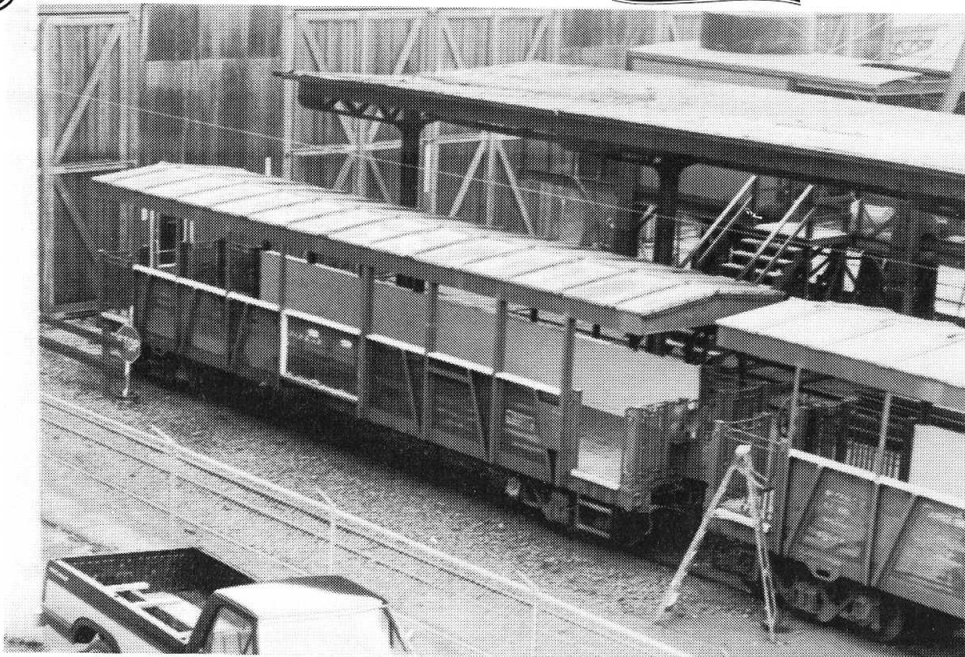


Loop line on far side of pit.

The initial museum project of 1977 cost \$6 million. The current expansion cost totals \$9 million, of which \$2.6 million paid for the train and trolley operation. The Department of Iron Range Resources provided funds earned from taconite production taxes.

The operation will rely heavily on volunteer operators and crews. Two full-time employees will take charge of the steam engine. However, 26 retired railroaders in the area have volunteered to staff the trains and trolleys. More volunteers are being sought to help set up procedures, instruct crews and operate the equipment.

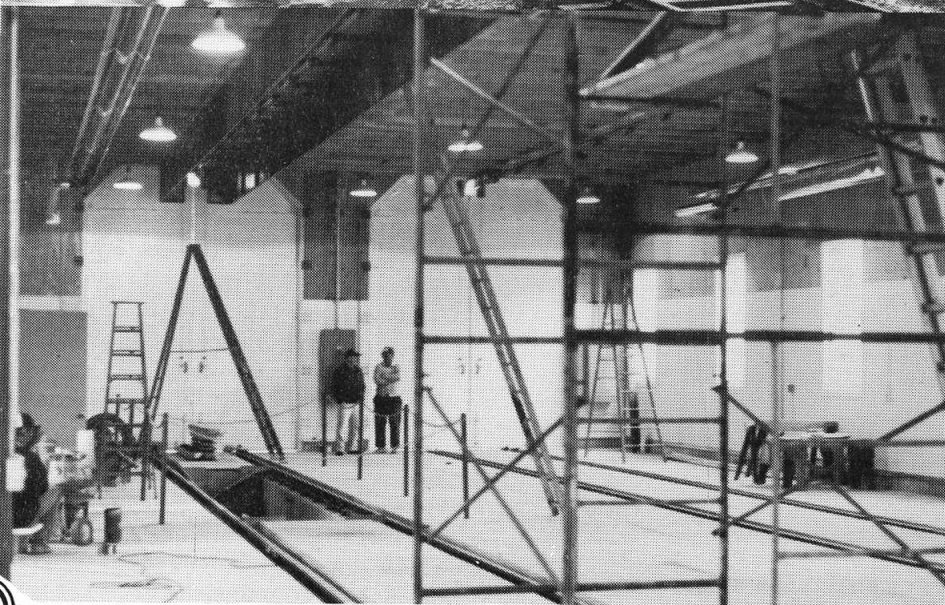
Television and print media in the Twin Cities will carry **Ironworld** advertisements beginning in late May. Further information is available from **Ironworld, U.S.A.; Box 392, Chisholm, MN 55719. 1-800-372-6437.**



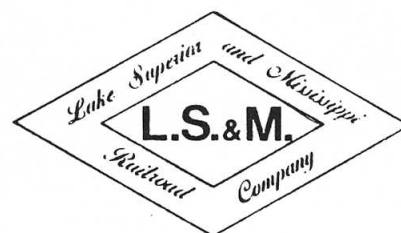
Rebuilt ex-Missabe boxcars for Ironworld USA at Lake Superior Museum, Duluth.

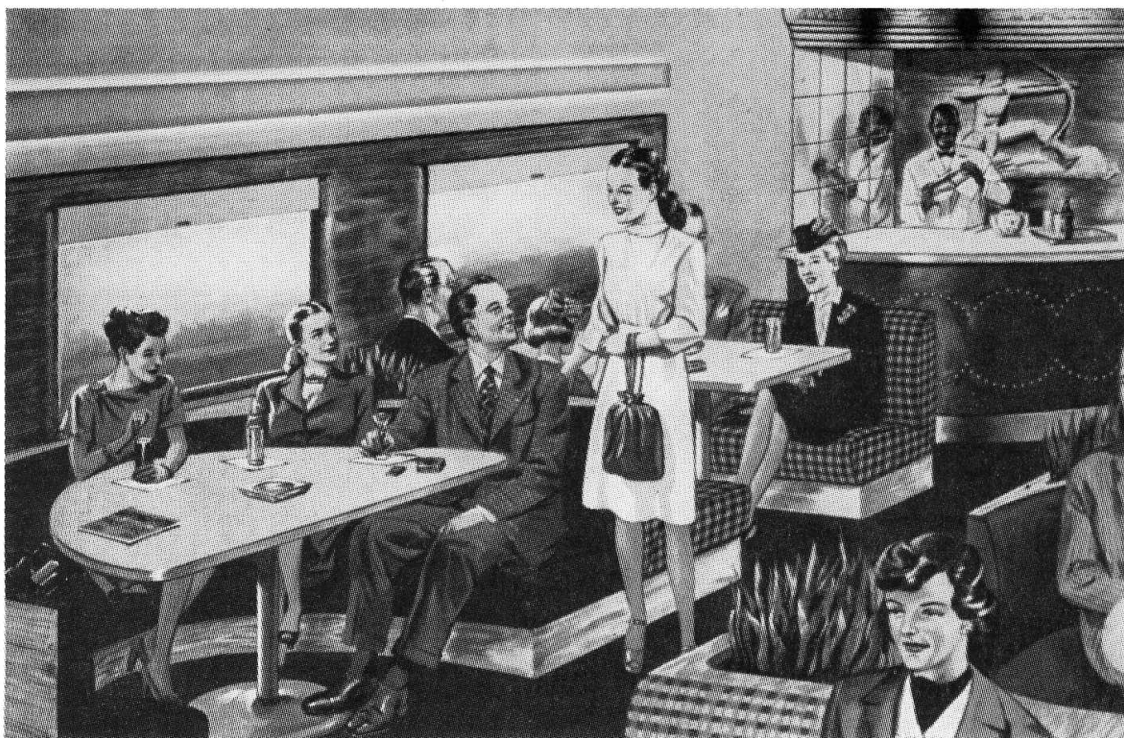


Ironworld's handsome new engine and car house.



Roy Harvey and supervisor Bob Kishel discuss Ironworld carhouse electrification. Bill Graham Photos.



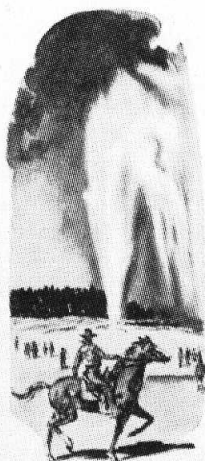


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THE MILWAUKEE ROAD

Your Friendly Host to the Pacific Coast



Looking mighty like a "Dakota 400," Chicago & North Western inspection train pauses at Mankato, MN, depot, April 13, 1986. Bob Ball Photo.

Observations

- Steve Glischinski

North Western's Rite Of Spring

Each spring, thousands of Minnesotans welcome the return of warm weather, slowly emerging from a long winter's hibernation to once again take up outdoor activities. Minnesota's railroads do much the same thing. As April begins, the snow removal equipment heads into storage, locomotives are shut off rather than left to idle, and track-work begins apace. On the **Chicago & North Western**, spring heralds the return of inspection trains, as officers from Chicago and the railroad's various divisions emerge to look over the railroad before summer's work projects begin.

These inspection trips are major events on the North Western, bringing out the famous "Presidential F" units run in A-A pairs, usually pulling three to four business cars. Two or three inspections generally reach the Twin Cities each spring, carrying Vice President - Operations J A Zito, Vice President - Transportation E A Burkhardt, or President J R Wolfe, in addition to Northern Division Vice President and Division Manager J L Bradshaw. Looking like miniature "400's," the inspection trips cover all the major routes on the North Western system.

This year the trips to the Twin Cities area began when a business train left Chicago on April 8 with F7 units 401-402, power car "Oak Creek" which is converted from ex-Chicago Great Western F7 "B" unit, business cars "Iowa (ex

402) and "Minnesota (ex 403 and formerly CGW's business car, and theater car "Fox River" featuring terraced seating and a large picture window in the rear.

To catch the inspection train in action on the old "Route Of The 400's," I traveled east to Hersey, WI, on the Eau Claire line where the special met freight train EMPRA (East Minneapolis to Proviso Manifest). With little green on the trees, the bright yellow train really stood out in the Wisconsin countryside. I chased the train west toward St Paul, wasting no time because of the train's quick pace. Inspection trains usually have authority to travel faster than freight trains, making photography difficult. Passing through Hudson at 5 p.m., the special made it into St Paul's Western Avenue yard by 6 o'clock,

where it tied up for the night.

The next morning at 6:30, the train left for a quick trip down the Minnesota River Valley to Mankato, where it spent the night. On the morning of April 10, it left Mankato at 6:50 for the journey down the old "Omaha Road" to Sioux City. This route, which recently has received a lot of track work, found the train moving at speeds up to 55 mph, amazing considering the condition of the track a few years ago. The special met two trains enroute west: an eastbound freight powered by two Union Pacific SD40's at the crew change point of St James, and eastbound train NPEMA (North Platte East Minneapolis Manifest) powered by a pair of ex-Conrail GP40's, at Bingham Lake. After brief servicing at Worthington's b flew south into Iowa. I finally left the chase at the small community of Alton, IA, where an ancient freight depot still guards the remains of an old branch line.

But this spring's inspection activity

wasn't not over yet. On Friday, April 11, another special left Rapid City, SD, headed east for Pierre and Huron on the old "Alco" line which North Western wants to sell. Trailing F cab units 400-403 were sleeper 410 and business cars "Chicago" and "Wyoming." Carrying Vice President E A Burkhardt, the special arrived at Huron that evening with departure scheduled for 7 a.m. the next morning. Unfortunately, a massive washout blocked the track at Lake Preston, SD, with North Western crews working feverishly to keep trains moving through the water.

Unfortunately for me, when North Western scrubbed the day's inspection trip at 8 a.m., I was already well on my way west to catch it. The operator at Tracy told us the special would not be coming, so we settled on chasing a set of North Western's SD18's (rebuilt, deturbocharged ex-Union Pacific and Southern SD24's) on train HUADA, the Huron-Rapid City manifest. The next day a quick call to Huron indicated the train

would be trying to make it through the great abyss at Lake Preston, so **Bob Ball, Bud Bulgrin** and I were off again in pursuit. We finally intercepted the special just west of Sanborn, MN, and chased it all the way to Mankato.

Why put all this effort into chasing just one train? Besides the unusual motive power, this may be the last inspection trip over the Winona-Rapid City route. North Western is negotiating to sell the entire line and all its branches to the **L B Foster Company**, operator of the Gulf & Mississippi Railroad over former Illinois Central Gulf trackage down South. Foster's new regional railroad will be called the **Dakota, Minnesota & Eastern**, and a sale agreement is hoped for by July.



C&NW inspection train behind "Presidential F's" lead sleeper 410 and business cars "Chicago" and "Wyoming" heading east near New Ulm, MN, April 13, 1986. Bob Ball Photo.

Chicago & North Western Inspection Train Roster

The North Western business train fleet is made up of cars and engines from a variety of sources. A partial list follows:

Locomotives: All Electro-Motive F7 Units

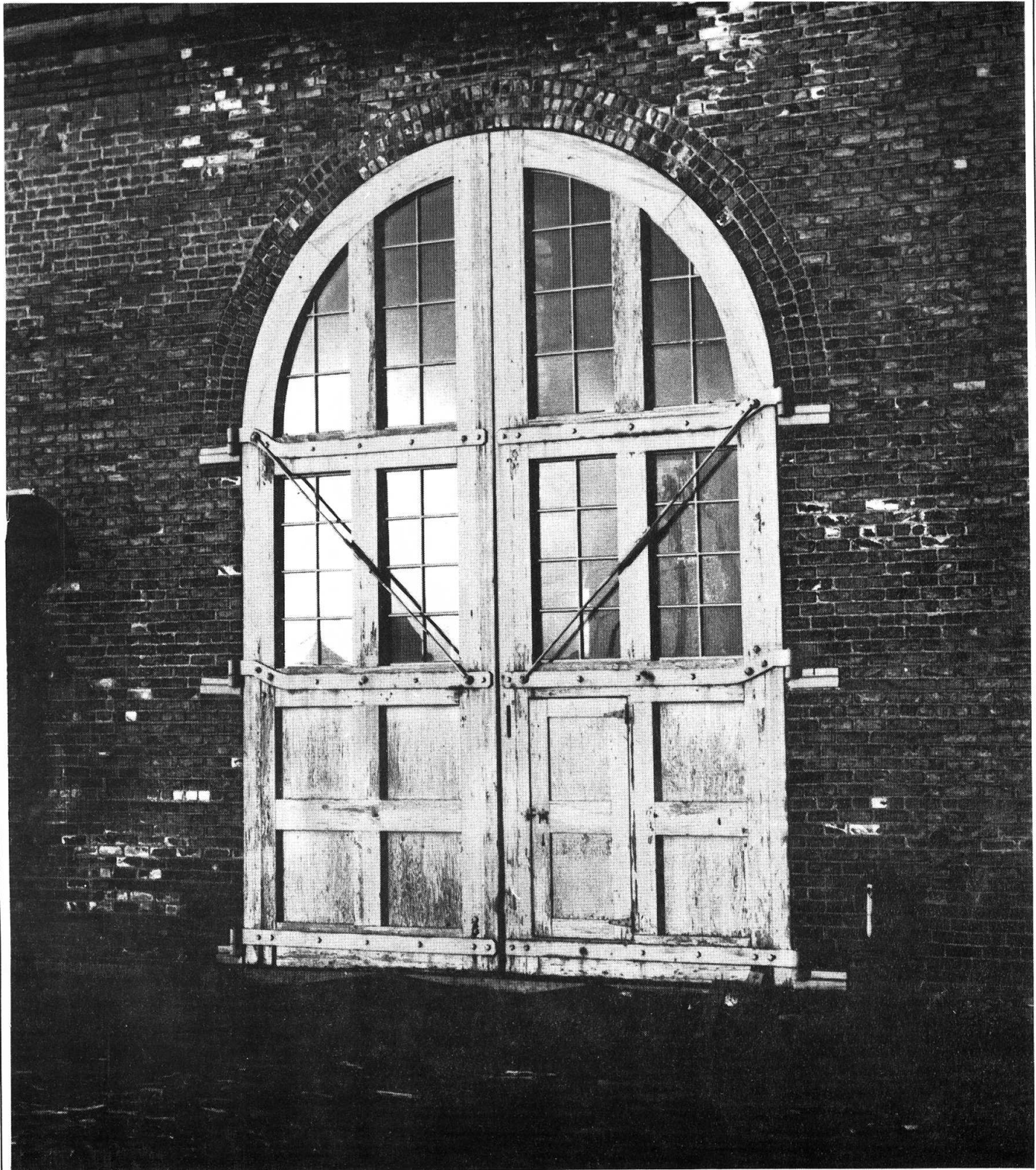
Number	Old Number	Data
400 (1st)	415, ex-4084C	Frame bent, retired 1/85, awaiting disposition.
400 (2nd)	425, ex-4100A	Returned from New Jersey Transit, rebuilt 1985.
401	419, ex-4087A	Renumbered and painted "Pentone" yellow 5/82.
402	412, ex-4069C	Renumbered and painted "Pentone" yellow 5/82.
403	422, ex-4079C	Renumbered and painted "Pentone" yellow 5/82.
410	317, ex-CGW113D	Rebuilt for freight 1974; rebuilt with hi-speed trucks 1985.
411	318, ex-CGW 114B	Rebuilt for freight 1974; rebuilt with hi-speed trucks 1985.
490	304, ex CGW 102D	"B" unit rebuilt as head end power car named "Oak Creek."

Passenger Cars

All of the business cars and five of the "Executive F's" (No 403 excepted) have the original green stripe, found on CNW passenger cars and engines until the late 1950's, re-applied late in 1985.

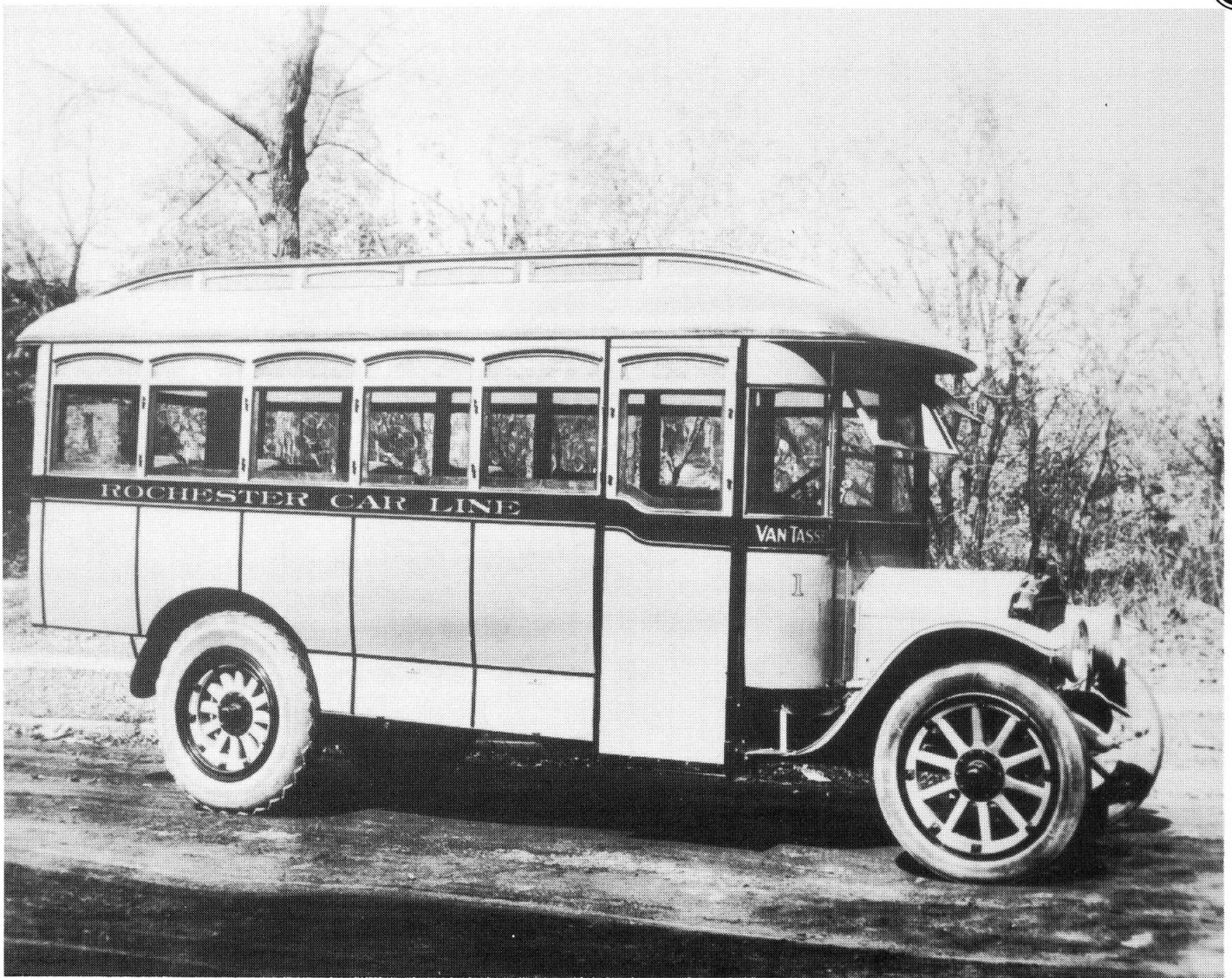
Number	Name	History
400	"400"	Built 1928 for New York Central; sold to Pittsburgh & Lake Erie and later to West India Fruit & Steamship Co.; renamed "Sea Level;" bought by CNW 1980.
401	"Chicago"	Built 1926 as 10 section Pullman sleeper "Mt Thielsen;" sold to Louisville & Nashville and rebuilt as business car in 1948; bought by CNW 1981.
402	"Iowa"	Built 1930 as Southern Railway business car No 2; sold to Penn Central as their No 1 in 1971; bought by CNW 1974.
403	"Minnesota"	Built by Pullman 1924 as 12-1 sleeper "Thompson" assigned to Chicago Great Western; rebuilt as CGW business car 100 in 1953; became CNW 401 after 7/68 merger; renumbered 403 in 1981; assigned to Twin Cities area.
404	"Wyoming"	Built 1926 as 10 section observation lounge assigned to Baltimore & Ohio, later to Erie; bought by CNW 1974; rebuilt at business car 400, renumbered 404 in 1981.
410	"Lake Michigan"	Former Nickel Plate 10-6 sleeper "City of Lima," later operated on Illinois Central; owned by Hog Train in Memphis and Michigan RR Club as "Cynthia;" two roomettes converted to showers. Replaces original No 410, an ex-Rock Island sleeper retired 1/85 after fire.
420	"Fox River"	Built 1954 by Pullman Standard as Canadian National lounge sleeper "Cape Bretton;" sold by VIA Rail Canada 1/84 to Rail Travel Associates; bought by CNW 1985. Rebuilt 7/85 by Milwaukee Rail Car as "theater car" with bedrooms, compartments, buffet and 28-seat theater section facing large rear window.
421	"Powder River"	Built 1952 by Pullman Standard as Milwaukee Road Superdome 53; to Canadian National in 1964, renamed "Athabasca;" briefly repainted original Milwaukee Road colors before sale through private car owner to CNW 1985. Rebuilt by Milwaukee Rail Car summer 1985.
422	"Iowa River"	Built by Budd in 1948 as Denver & Rio Grande 16 section sleeper "Silver Aspen" for "California Zephyr;" ran on "RG Zephyr" til 1983 Amtrak take-over. Rebuilt by Milwaukee Rail Car 12/85 as conference car; retains most of its coach seating.
450	"Cedar River"	Built 1947 by Pullman Standard as Chicago, Burlington & Quincy diner 1154 "Lake Michigan." Ran on Great Northern "Empire Builder" and "Western Star;" retained by Burlington Northern for company service til 1983; sold to Dirk Lenthe and used on several MTM excursions behind engine 328; bought, rebuilt and renamed by CNW in 1985.

Sources: Wisconsin Chapter, NRHS; C&NW Historical Society, Author.



Como Shops

Joe Elliott



With clerestory roof and lettered "Rochester Car Line No 1," bus with Eckland body and White chassis poses at Rochester in early 1920's. Colors may have been buff with red stripe. William A Luke Collection.

MTC Ancesters Go Far Back

Russell L Olson

The Metropolitan Transit Commission donated various corporate records to MTM in 1976, discovered in the Nicollet Bus Garage basement in Minneapolis. These included records of the independent early bus companies which the Twin City Rapid Transit Company eventually acquired, since most early bus services competed directly with the streetcar system. Though the records contain much information, a complete history of early buse operations will need further outside research. I hope bus enthusiasts in the Museum will enjoy the following brief excerpts:

The earliest incorporation date found was that of the Twin City Motor Bus

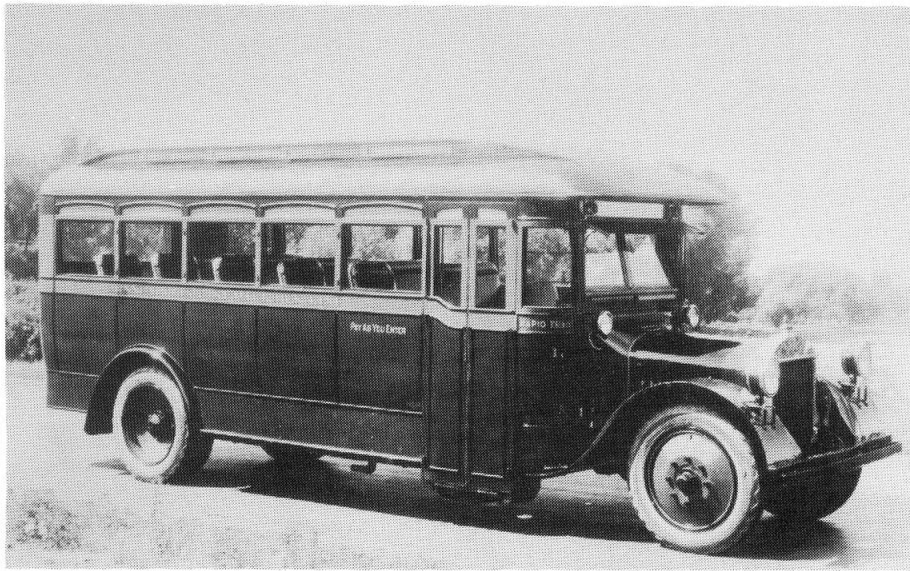
Company: 1915 in South Dakota. The first common stock was issued in July of that year. There were many stockholders, but the most active were John Wade (President), H.L. Bollum (Secretary), A J Levander, W C Jones and W J Westphal. There is very little information on their operations until 1921.

Meanwhile, jitney competition was hurting Twin City Rapid Transit Company badly. Early in 1918, the Minnetonka & White Bear Navigation Company, a TCRT subsidiary, acquired all the principal jitney buses in Minneapolis through an agreement with the Associated Commercial Clubs of Minneapolis and the Minneapolis Jitney Bus Association. This purchase included 38

of the best "buses;" the H R Belitz garage, tools and equipment; and the Minneapolis Motor Bus Association's "goodwill." The total cost was \$143,000.

Modifications for bus operations were made to the North Side car station building in Minneapolis, together with a gasoline storage system in 1918. "Bus" operations were continued during 1918 and 1919, but were phased out during 1920. The "buses" were sold, most in 1920 and the remainder during 1921-22.

Total revenue from 1918 to 1920 was \$195,413. Operating expenses incurred from 1918 to 1924 were \$380,928, a net loss of \$185,515. Presumably, TCRT considered the expense worthwhile in order to eliminate the competition. Min-



Lettered "Minneapolis & St Paul Bus Line No 1," a Mack chassis with Eckland body poses at Como Park, St Paul. Colors were blue with yellow stripes. William A Luke Collection.

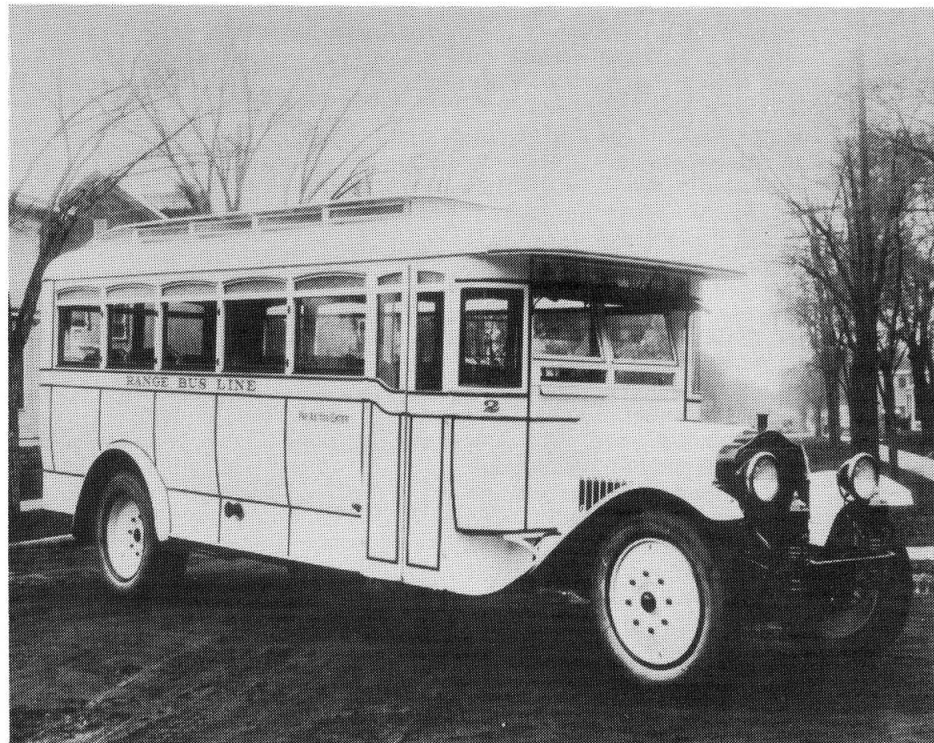
neapolis Street Railway acquired one Mack model AB bus in November, 1921, which operated out of the North Minneapolis-Camden garage.

The American Auto Transit Company was incorporated in South Dakota in 1919. After some early resignations, the officers and directors elected in August, 1920, remained substantially constant: W T Kenny (President), E E Tourtellotte (Vice President), C O Lunney (Secretary-Treasurer), T M Darrington, M I Formo, J A Suerth, and H M Straight. The office was at 179 West 6th Street, St Paul, near 6th and Exchange Streets. During 1922, a new garage was built at 337 West 7th Street, St Paul, near 7th and Leech Street. In November, 1924, a garage was secured in Minneapolis at an unspecified location.

The first route was started in August, 1919, from St Paul to South St Paul. In August, 1921, the "Marshall-Lake" route was begun between Minneapolis and St Paul when two new buses were received, providing fifteen minute frequency. Buses were painted brown. In December, 1921, bus operation began on Armour Avenue into the Armour & Company plant, South St Paul, from 9th and Wabasha in St Paul.

The Company moved operations to the St Paul Bus Depot in July, 1923. They planned to start a line to Mahtomedi which began operation in October, 1924, but apparently was changed to White Bear - Bald Eagle - White Bear Beach. A line at Fort Snelling began operation on June 12, 1924. In January,

1925, a line through South St Paul on Bryant Avenue began operation. TCRT purchased the outstanding capital stock of the company on November 24, 1925. The new directors were H L Bollum (President), W C Jones (Vice President), R B Million (Secretary-Treasurer), D J Strouse, Edgar Vaughn, J C Courtney and Robert O Sullivan. Strouse later became president of Twin City Rapid Transit Company.



A White/Eckland bus for Virginia, MN, at Minneapolis in the early 1920's. William A Luke Collection.

The next operation was the Como Transportation Company, incorporated in South Dakota at an unspecified date. Apparently this company operated a line between Minneapolis and St Paul on Como Avenue. B W Bushman was president. As of June 30, 1923, Como Transportation owned five vehicles: two White buses, one White and two Locomobile autos.

The Minneapolis & St Paul Bus Line was incorporated July 2, 1923 by J H Maylone, B W Bushman, and C T Petertson. It was agreed to acquire the Como Transportation Company on July 6, 1923. Their first office was at 724 3rd Avenue SE, Minneapolis. The route between the Cities was still not specified, but company minutes mention discussion of a new route south of Hennepin Avenue. The office and garage later were located at 213-215 7th Street SE. Buses were painted green below the belt rail and yellow above.

Stockholder conflicts developed in late 1923 and early 1924, and the minutes reflect several resignations. Apparently, B W Bushman suffered from alcoholism. By June, 1924, the smoke had cleared and the directors were the following: A H Flaig (President), J H Maylone (Vice President & General Manager), C T Peterson (Vice President), and C J Harrison (Secretary-Treasurer). Twin City Rapid Transit acquired ownership of the company in De-

ember, 1925. New officers elected January 18, 1926, were: H L Bollum (President), W C Jones (Vice President), R B Million (Secretary-Treasurer), D J Strouse, and J C Courtney.

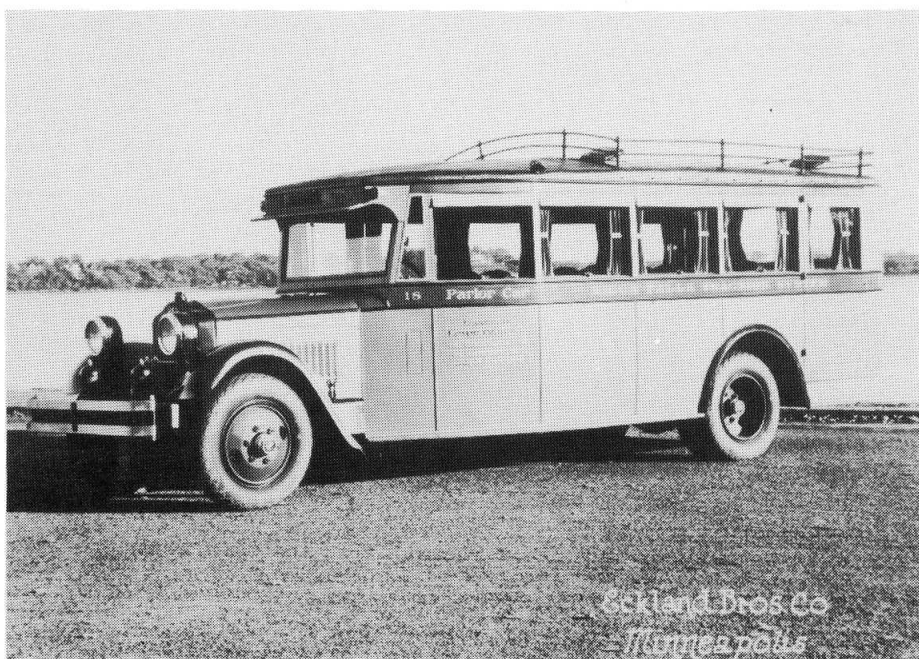
The Kenny Bus Company was incorporated in South Dakota in 1923 by W T Kenny, John Suerth, Robert Salisbury, C O Lunney, L C Suerth and Joseph Paul. W T Kenny as an individual had started a bus line with two buses from Minneapolis to Glen Lake Sanitarium, which had opened in 1916. These buses were transferred to the corporation in exchange for \$1,100 of capital stock. Offices were located at 1220 Harmon Place and the garage at 38 Western (Glenwood) Avenue. Operations used the Minneapolis Bus Depot. In June, 1923, the line was extended to Waconia, which proved financially disastrous and was discontinued in August, 1923. The American Auto Transit Company acquired ownership of the Kenny Bus Company in November, 1923.

Meanwhile, Twin City Motor Bus Company had purchased property and built a bus garage at 164 West 5th Street, St Paul, in 1921. Although nothing in the records specifically indicates, photographic evidence shows this company operated the line on University Avenue between Minneapolis and St Paul. On December 18, 1923, the Minneapolis-St Paul to Taylors Falls line was acquired from Gopher Coach Line (Paul Perkins), but subsequently was re-sold to Northland Transportation Company.

Twin City Rapid Transit acquired ownership of the capital stock of Twin City Motor Bus on August 1, 1924. Subsequent acquisitions of the various independent companies has been mentioned previously. During May, 1926, it was decided to merge all of the independents into the Twin City Motor Bus Company, accomplished on June 1, 1926.

Twin City Motor Bus had purchased a garage in White Bear Lake during March, 1925. Construction began on a new garage in Minneapolis at 1320 Chestnut Street during April, 1926. The subsequent number designations remained in effect for many years: Garage No 1 in Minneapolis, Garage No 2 in St Paul, and Garage No 3 in White Bear Lake. The City of Minneapolis bought Garage No 1 after World War II. Today, the building stores and services the City's heavy equipment.

The lines operated by Twin City Motor Bus Company after the merger and during the period 1926-1929 were as follows:



Lettered "Parlor Car" and "Sioux Falls Traction System," a White/Eckland bus poses at Lake Calhoun, Minneapolis. William A Luke Collection.

Inter-City Lines

University Avenue (25 cents cash)
Como Avenue (25 cents cash)
Marshall-Lake (12 1/2 cent token)
(6th & Wacouta to 7th & Hennepin)
South St Paul (15 cents cash)

Nicollet Avenue (36th & Hennepin to GN Ry Station)

Suburban Lines

White Bear-Bald Eagle-
White Bear Beach

Stillwater
Glen Lake

Crosstown Lines

38th Street (Colfax-34th Ave)
Lowry Avenue (Xerxes-Stinson)
Humboldt (42nd/Washington-
52nd/Humboldt)
Bryn Mawr (22nd/Cedar Lake Rd-?)
(temporary line during sewer
construction)
Lyndale (50th/Aldrich-58th/
Lyndale)



New Yellow Coach Model 733's of Faribault Bus Service stand for their picture in November, 1938. Colors were red and cream, with silver roof and black stripes. Eugene R Boswell Photo.

Faribault & Rochester Buses

Since publication of **ELECTRIC RAILWAYS OF MINNESOTA**, readers and purchasers of the book have contributed more information. One tidbit uncovered was that in February, 1914, on behalf of the American Traction Company of International Falls, one A L Sortor was seeking a franchise to build a streetcar line in Faribault. I mentioned this to **Eugene Boswell**, an MTM member, former Minneapolis resident and now a transit consultant in Walnut Creek, CA. Quotations from several of Gene's letters are quite interesting:

"In 1926, I saw buses in Faribault of an unsuccessful operation during that year. By 1927 when I started school at Shattuck there, they were gone. My line in 1928 was the next.

"Faribault is very well known to me of course, and I admit never hearing a whisper of former street railway plans there. There must be some record of the scheme in old newspaper files or city records. I think I could make a good guess at routes, as the little city hasn't really changed much through the years. Strangly, I had recurring dreams of Faribault streetcars for years, always yellow, exactly like the two-man TCRT cars in Stillwater. Birneys were too exotic for me! Of course, it could only have been a financial disaster.

I started Faribault Bus Service on November 11, 1928, with two new 20 passenger Yellow Coach Model 733 buses. As for them, there never was a number 1, a peculiarity of my thinking. I went up to number 23 (in Marshalltown in 1950). Yes, I did paper work and coin counting in the evenings at home, and I drove.

"My Faribault operation lasted one and one-half years. I gave it up as hopeless and moved the buses to Boone, IA. But six weeks later, Eddie Cornell of Faribault bought a second-hand Beaver Bus that I had purchased in 1939, and re-started the service successfully."

Boswell also comments on the "Rochester Car Line" bus service. Rochester, of course, never had streetcars:

"In the 1920's, a healthy city bus business grew up in Rochester. Van Tassel Bus Lines painted their railroad-roofed Eckland-bodied buses 'Rochester Car Line.' They operated alternate routings two blocks apart between Mayo Clinic and St Mary's Hospital, just over a mile apart, with two buses on a 10-minute headway. This situation was one in which an early small city street railway would have been profitable. The



Ken Snyder applies primer to doodlebug car. Front end sits on shop truck, while motorized truck is repaired. Bill Graham Photo.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE 1942 RAILWAY COMPANY

G. W. WEBSTER AND JOSEPH CHAPMAN, TRUSTEES

EMPLOYEE'S TRIP PASS (SUBJECT TO CONDITIONS ON BACK)

No. 50010

PASS Harold Carlson and Wife ***

ACCOUNT Machinist Welder and Wife

TO Minneapolis FROM Chicago

DATE } June 17, 1942 } GOOD FOR ONE TRIP ONLY, UNTIL } July 17, 1942

ADDRESS Minneapolis REQUESTED BY FRC

VALID WHEN COUNTERSIGNED BY V. M. COYNE - D. MCKINLEY H. M. OLSON
COUNTERSIGNED

H. M. Olson

G. Webster

TRUSTEE

Member Harold Carlson's employee pass from his days with Soo Line.

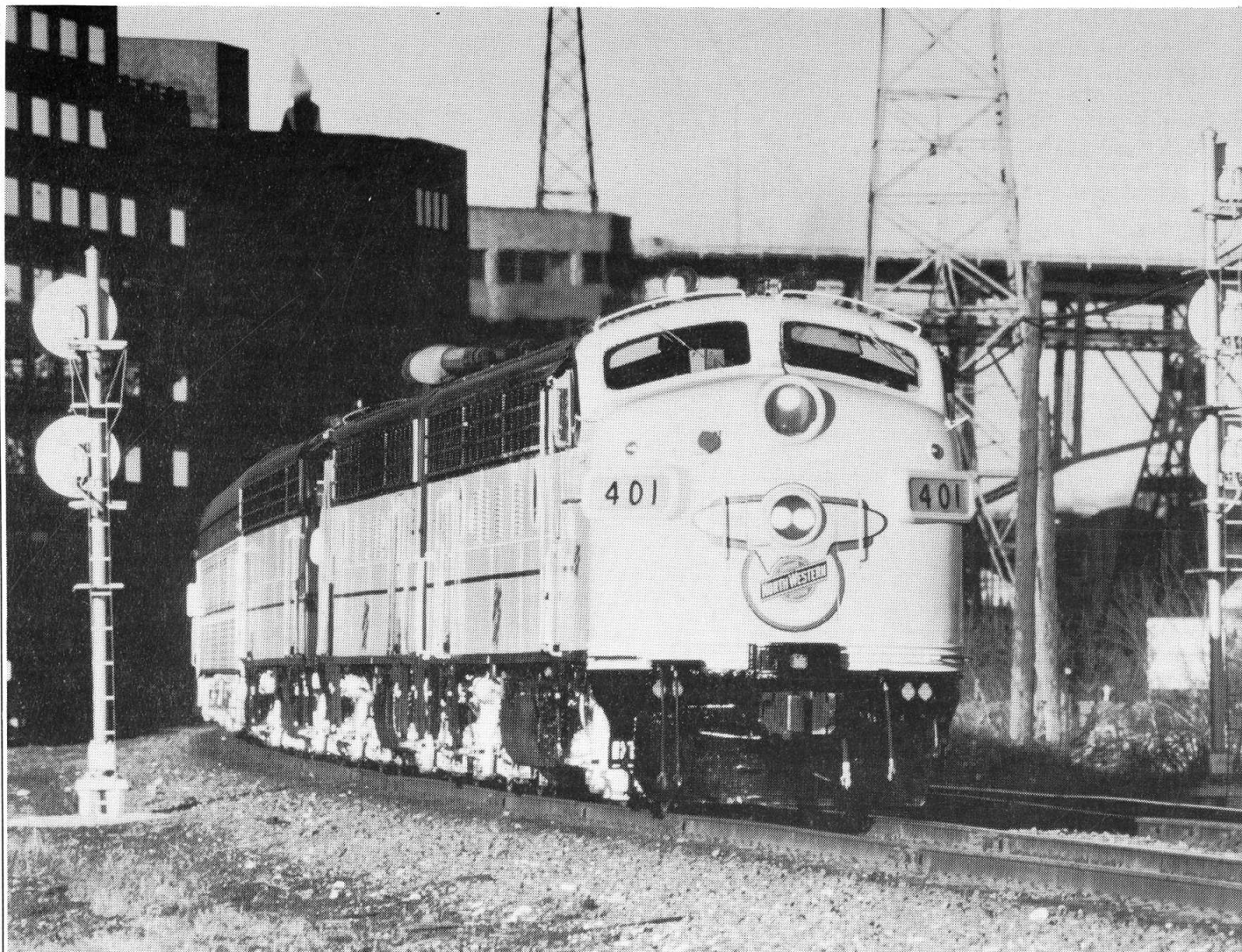
story I often heard was that repeated attempts to get streetcar rights were always refused because of the noise factor in that "hospital" town. Minnesota really didn't have many small cities of public transportation size, compared to Iowa or Wisconsin."

These records contain a wealth of roster detail for the bus equipment historian. Once the Museum can establish its reference library in the **Jackson Street Roundhouse**, these can be made available to researchers.

About The Rear Cover

Chicago & North Western's inspection train nears Chestnut Street on Milwaukee Road (Soo Line) trackage, downtown St Paul. Captivating streamliner was enroute from Chicago via Eau Claire to southern Minnesota on April 8, 1986. **Bob Ball Photo.**





MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY Membership (\$25 per year.) All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE Membership (\$20 per year.) Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE Membership (\$15 per year.)

All members receive the bi-monthly **Minnegazette** by 3rd Class Mail. For 1st Class delivery, please add \$5 to your membership and check here. ☐

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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